UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

C. N. WHITEHEAD,
FEDERAL MANAGER

MISSOURI, KANSAS & TEXAS RAILROAD
MISSOURI, KANSAS & TEXAS RAILROAD OF TEXAS
WICHITA FALLS & NORTHWESTERN RAILROAD
MISSOURI, OKLAHOMA & GULF RAILROAD
OKLAHOMA BELT RAILROAD

RAILWAY EXCHANGE BLDG.,
ST. LOUIS, MO.

May 17, 1919

A-19

DIVISION OF LABOR

MAY 21 1919

Mr. J. A. Franklin,
Assistant Director,
Division of Labor,
Washington, D. C.

Dear Sir:--

I am just in receipt of your letter ~~April~~ May 14th, file E-38-11-A, concerning complaint from Messrs. Pile & Goodrich, Attorneys, Parsons, Kansas, representing colored train porters on the MK&T.

Consideration of this matter during the past couple of months, when it was first presented, has lead us to the conclusion that the activity of this firm of attorneys is not prompted by any existing difficulties in the application of wage orders to this class of workers. The initiative seems to have been taken by the attorneys themselves apparently in the thought of making a case out of it, and I do not believe, under the circumstances, that we would be justified in dealing with them in connection with this subject.

We are having absolutely no difficulty in the application of these wage orders to the satisfaction of these men. In case, of course, any general dissatisfaction develops, we will consider the matter of negotiating with their representatives.

Yours truly,

C N Whitehead

cc-Mr. B. F. Bush,
Regional Director.

May 23, 1919.

File E-38-11A

FILE COPY

Messrs. Pile & Goodrich,
1810½ Main Street,
Parsons, Kansas.

Gentlemen:

With further reference to your letter of May 7th, advising that the Federal Manager of the M. K. & T. Railroad had refused to discuss with you in any manner the cases which you had taken up with him:

Please be advised that I am in receipt of a letter from Mr. Whitehead, in which he states that he knows of no instances where wage orders have not been applied, and that they are having absolutely no difficulty in the application of these wage orders to the satisfaction of these colored men as far as he knows, except in certain instances where such employes have been led to believe by outside influences that they were being treated unjustly. He states, however, in conclusion that in case of any general dissatisfaction, he will consider the matter of negotiating with their representatives.

I do not know if you have had a complete set of the wage orders, but I am attaching hereto, set for your consideration, and would suggest that if you are instructed to represent any of the employes you first determine from the wage orders whether any injustice has been made or not, and do not trouble the Federal Manager or any of the officers of the railroad with instances where there is no apparant misapplication of the wage order, for this might tend to create an impression that the complaints in question have no basis, and are rather manufactured than real.

Form G-77. 2—8676

Yours truly,

J. A. Franklin

Enc.
7-RMB

Bettery

9

1517

Houston Texas SepteberI3, I9I8.

To the Gre viance Commitee
Washington D.C..

Dear sir;We the Brakemen, of the Gulf,Coast, Lines;StE.B&M,division. owing to your original Proclimation,concerning "man performing the same duty as others, shall receive the same pay.prey thee to enforce this clause. As we wer of the openion,That this was your schemes of equalizi ng the Wages, owing to class,, the country over.

We are receiving the Lowest pay, of any of the Government controled , Roads. for Passenger Train Service----------$77.50
("(Frt" " " ----------$93.00)
per month this is not in comparation with the pay of Brakemen on our Neighering Roads.and this is one of the most importantest owingto length. of line in Texas. excusing none. This is not in compliance with Bulletin No. 27. which reads "man performing the same class of labor, shall receive the same pay, regardle ss of color.

We have written you already concerning equalizing our pay with of Brake man on other lines.We wish to assure you that we are loyal.We have led all the other brunches of service , in procuring Liberty Bonds.and wish to continue in anything we can to prove loyalty.most of us have families,and the High cost of living, combined with deducting from our salerys, for Libertyes Loans, causes Us to barley make both ends meet.never the less, We wish to continue.

Our Officers shurely have made an error, when they assert that it is out of their power , to rase us to the standard .or the pay as Brake man of other lines. Whoe they seem to be willing to he lp us.a letter straightening this this matter will be highly appreciated.as you have made many others happy.

respectfully yours , C.M.Banks
1007West st.
Houston
Texas

Pe r A/B

E-88-11

November 5, 1918.

Mr. C.M.Banks,
1007 West St.,
Houston, Texas.

Dear Sir:

Your letter of September 13th addressed to the Greivance Committee, Washington, D.C. has been referred to this Division for reply.

For your information will say that the question of rates of pay of the class of employees you represent is now in the hands of the Board of Railroad Wages and Working Conditions and it is expected that the recommendation will be made in the very near future when an order will be issued to cover.

I would, therefore, suggest that no further action be taken until this order is issued.

Yours truly,

W. S. CARTER

S-GH

C. M. Banks - 1007 West Houston Tex
B. M. Taylor - 2912 Lamar

E 38-11-a

Houston Texas
May 12-1919

DIVISION OF LABOR.

Mr J. A. Franklin
Asst Director Div of Labor
Washington D. C.

MAY 16 1919

Most Honorable Sir:-

I wrote you some time ago but having received no reply I felt that letter may have been misplaced. The subject being an important one in which we very seriously needed an opinion from your department before going farther I am writeing again
In several roads in this district they are establishing a new position. abolishing the so called Train Porter by taking his keys and restricting his duties to inside work he is to do no Trainman work what-ever unless instructed to do so. there-by getting around paying the rate of pay as set forth in Suppliment 16
Will you kindly give an opinion in this matter our Organization has been asked to take the matter up as among members there are many so-called-Train-porters

and it will pay to have an understanding before letting the matter run as we did Art. 6. and Sup. 12.

The case we had before you in Washington Subject. application of Art 6 & Sup. 12 to trainmen Gulf Coast Lines, Tex Div and N. E. & W. T. & H. & G.

We went before Genl Manager Mr W. G. Choate and he informed us he had no instructions as yet. We are writeing Mr Bush was that proper?

Our Organization, The Colored Trainmen of America wishes to thank you for the consideration given Committee while in Washington and we have gotten strong enough now to place a man permenently in Washington to attend to all affairs pertaining to Grievence of its employees of the several Lines it represent This will be done in near future

Would you kindly supply us with Supplement 16

Hopeing you much Success We are

Colored Trainmen of America

for C. M. Banks

B. M. Taylor

May 28, 1919.

File E-38-11a

Mr. C. M. Banks,
1007 West Street,
Houston, Texas.

Mr. B. M. Taylor,
2912 Lamar St.,
Houston, Texas.

Gentlemen:

This will acknowledge receipt of your letter of May 21st, with further reference to rate of pay you are receiving for services rendered as brakemen of the Gulf Coast Lines, St. L. B. & M. Division.

I attach hereto copy of Supplement No. 12 to General Order No. 27, and would advise that instructions were issued to all Regional Directors that Supplement be put into effect as issued.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you try to adjust the matter personally with your superior officer of the railroad, and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwardd to this office. On receipt of such statement in this office the matter will have prompt attention.

Form G-77

Yours truly,

J. A. Franklin

Enc.
7-RMB

FILE COPY

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

OFFICE OF DIRECTOR GENERAL OF RAILROADS

ALWAYS OPEN

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C.

97046

1919 JUN 22 PM 8 30

A317A 38 NL 11 EXTRA

AU ST LOUIS MO 2

JUN 3 1919

MR WM HINES 7298

DIRECTOR GENERAL OF RR WASHINGTON DC

WE ARE NEGRO TRAINMEN ON FRISCO RR ARE NOT BEING PAID ACCORDING TO YOUR ORDER OF ARTICLE 27 SECTION 12 PLEASE ADVISE OUR PROPER ACTION

DIVISION OF LABOR.

JNO F PRICE

CHAIRMAN OF COMMITTEE 410 SOUTH GARRISON AVE ST LOUIS MO.

JUN 3 1919

97046

June 3, 1919.

Dear Sir:

I am acknowledging for the Director General your telegram of the 2nd inst., requesting to be advised as to why negro trainmen on the Frisco Railroad are not being paid in accordance with wage order.

Your telegram is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John F. Price, Chairman,
410 So. Garrison Ave.,
St. Louis, Mo.

C.R.

E 38-11-a

FILE

June 4, 1919.

Mr. John F. Price, Chairman,
410 So. Garrison Avenue,
St. Louis, Missouri.

Dear Sir:

I have your telegram of June 2nd, to the Director General, stating that you are not being paid in accordance with the wage orders.

If there are any injustices in or misapplications of the wage orders arising, I would suggest that you endeavor to adjust the matter personally with your superior officer, failing a personal settlement that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, a joint statement of fact should be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. Upon receipt of such a statement in this office, the matter will be adjusted.

COPY

Yours truly,

J. A. Franklin

Form G-77.

2—8075

T-gh

JOHN P. TINLEY
LAWYER
COUNCIL BLUFFS

File

E-38-11

June 29th. 1918.

Hon. W. J. McAdoo,
Director of Railroads,
Washington, D. C.

Dear Sir:-

At the request of a number of porter-brakeman in the employ of the Chicago, Rock Island and Pacific Railway Company running out of Council Bluffs, whose names appear on the enclosed petition, I am enclosing you their petition.

It is their request that such reply as you see fit to make to their petition you address to me.

Respectfully,

John P. Tinley

15812

DIVISION OF LABOR.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

To

Honorable W. J. McAdoo,

Director of Railroads, JUL 2 1918 JUL 2 1918

The undersigned, colored porter-brakemen, in the employ of the Chicago, Rock Island and Pacific Railway Company, running out of Council Bluffs, feeling that we have a just grievance against the recent re-vision of salaries, desire to place their grievance before you, hopeing and feeling that you will give the matter your consideration.

This railway is the only one running out of Council Bluffs that requires work of the porters other than regular porter work. These trains carry only a drew of Conductor, flagman and porter, and with this crew the porter is supposed to act and does act as head brakeman, attending to all the duties that naturally pertain to the office of head brakeman. They are required to carry the same equipment; carry a standard watch; to attend to the switching of cars, and to do and perform each and every duty that is required of the head brakeman on other roads, and that are required of the rear brakeman on this road, without exception.

Under the new schedule fixing the rates of salary, Bulletin No. 27, Article Six (6), our salary is fixed at $77.55; the salary of the rear brakeman at $114.80.

Our grievance lies in this:- That we are performing services for which we receive no compensation; that we are performing identical the same service as the white brakeman on the same train with us, and in addition, perform the more menial services of porter, about which we make no complaint, and for our services we receive $37.25 less than our white co-worker.

We realize that the re-adjustment of the wage schedule was a tremendous undertaking, and that errors could easily creep in. We know that you and your co-workers have no desire to be anything but fair, and we feel that the exact position occupied by porters on this particular road was not clearly brought to your attention.

We earnestly hope for an adjustment of our grievance.

Respectfully submitted,

P. J. Pickordson.

Wm Teal.

H. V. Bacon

J. H. Mize

Wm C. Carter

H. F. L. Hamilton

W. W. Peters Jr.

Roger Gamble

Jesse Davis

J. Jones

JOHN P. TINLEY
LAWYER
Council Bluffs

July 12,1918

Mr. John P. Finley, Lawyer,

Council Bluffs, Iowa.

Dear Sir:-

Replying to yours of June 29th, addressed to the Director General of Railroads, which has been referred to this Division.

I enclose herewith a copy of General Order No. 27, which will give you the rates established by the recommendations of the Wage Commission. However, if the men referred to feel they should be given further consideration in the matter of wages, same should be taken up with the Board of Railroad Wages and Working Conditions, Mr. G. H. Hines, Chairman, 718 - 18th Street, N.W., Washington, D.C.

Yours very truly,

J. A. Franklin

Assistant to the Director.

24

GLOBE BUILDING
531 BROADWAY

John P. Tinley
ATTORNEY AT LAW
COUNCIL BLUFFS, IOWA

DIVISION OF LABOR
BOTH PHONES
877

Evidently did not receive reply to previous letter - Send copy of same

No 27 + Supplement
G.A.

E 3811

SEP 28 1918

Sept. 25th 1918.

Mr. W. S. Carter,

Director of Division of Labor,

Washington, D. C.

Dear Sir;-

I wrote you some time back in reference to what we claim was a descrimination against certain colored employees of the C. R. and P. Railroad, and my Clients are getting anxious for a ruling on their complaint.

I realize, Mr. Carter, that your office is a very busy one, and I do not want to appear at all unreasonable, but I would appreciate very much an early report as to your action on this matter.

Respectfully,

John P. Tinley.

October 4th, 1918.

Mr. John P. Tinley, Attorney at Law,
Globe Building, 531 Broadway,
Council Bluffs, Iowa.

Dear Sir:-

This will acknowledge receipt of your letter of the 28th ultimo with regard to the complaint which you brought to the attention of this Division some time ago on behalf of certain colored employes of the Chicago Rock Island & Pacific Railroad.

Your letter, I find, was promptly answered, and I regret very much that it was not received by you. I am enclosing herewith copy of same for your information as to the method of procedure in bringing the complaint to the proper board.

Yours for the Fourth Liberty Loan,

3-d.

LAW OFFICES OF
JOHN P. TINLEY
COUNCIL BLUFFS

85896

E-38-11

Office of Director Gen. of Railroads
APR 3 1919
DIVISION OF LABOR.

April 1st. 1919.

Hon. Walker D. Hines,
Director General Railroads,
Washington, D. C.

APR 4 1919

Dear Sir;-

During the past year I had a considerable amount of correspondence with your office in reference to the adjustment of the wages of the Porter-brakeman employed by the C.R. and P. road.

When I first took up the matter with your office these men were receiving the wage of about $70.00 a month. Under the wording of Article 6, of General Order 27, it was clear to me that colored men performing the same duties as white men were to receive the same compensation. Supplement No.12 to General Order No. 27, clearly defines who are to be designated passenger brakemen.

The wages of these men were increased first to $90.00 and on most of the divisions of this road were eventually increased to the level of the white passenger brakemen, and some of the men received an installment on the back pay that was due them of one-half month.

In January of this year the wages of these men were arbritarily reduced to $90.00. This is an unfair proposition and must be remedied. The men over the system have joined in an organization and asked me to present the matter to you for a permanent adjustment.

The duties of these men are identical with the duties performed by the white brakemen on the same run, and in addition thereto, they are required to perform the regular porter duties of the train. They perform every act covered by Sub-Paragraphs A,B,C,D and E of Supplement No. 12.

The men feel that they are being treated very unfairly and that their grievance should receive early attention, and that the matter should be adjusted over the entire system, and that the back pay due them should be forwarded to them. I am confident that when General Order 27 and it's Supplement were issued that the intention of your department was that they should mean exactly what they said, and meaning that, there can be no question but what these men are entitled to the same pay as is given their white brothers. You will very greatly oblige this large contingent of workers by giveing their cause your careful attention at as early a date as is convenient.

Respectfully,

John P. Tinley

85896

April 3, 1919.

Dear Sir:

In behalf of the Director General I beg to acknowledge your letter of April 1st, relative to the adjustment of wages of Porter-brakemen employed by the Chicago, Rock Island & Pacific Railroad.

Your letter has been referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

John P. Tinley, Esq.,
Council Bluffs, Iowa.

Y-L

April 7, 1919

E-38-11

Mr. John P. Tinley,
Council Bluffs,
I o w a.

Dear Sir:

This will acknowledge the receipt of your letter of April 1, addressed to the Director General and referred to this division for attention, with reference to the suspension of Supplement #12.

It is quite true that the application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening to it and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised in the usual channels.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-rms

LAW OFFICES OF
JOHN P. TINLEY
COUNCIL BLUFFS

E 38-11-a

DIVISION OF LABOR.

MAY 26 1919

May 22nd. 1919

Mr. J. A. Franklin,
Ass't. Director of Railroads,
Washington, D.C.

Dear Sir;-

In your esteemed favor to me under date of April 7th. in reference to salary and working conditions of Porter-brakemen on the C. R. I. and P. railway, you stated that as soon as action had been taken and the matter fully adjusted, you would send me notice of the fact.

I understand that the matter has been adjusted and that bulletins have been issued to the different division points, but I have received no particular notice of the settlement.

Will you kindly let me hear from you?

Respectfully,

John P. Tinley

June 7, 1919.
E-39-11-A

FILE COPY

Mr. John P. Tinley,
Council Bluffs, Iowa.

Dear Sir:

This will acknowledge receipt of your letter of May 22nd, with further reference to the application of Supplement No. 12.

Your letter with inclosures were forwarded the the Regional Director to apply this supplement as it stood, and if this has not been done and any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an employee's association. Should you not belong to an employes association, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment be effected.

Yours very truly,

Form G-77.

encl.
7-vs

J. A. Franklin

DIVISION OF LABOR. E-38-11-A

OFFICE OF DIRECTOR GENERAL OF RAILROADS

JUN 5 1919

JUN 5 1919

Hon Walker D. Hines,

Railroad Administrator,

Washington, D. C.

Dear Sir:-

We, the undersigned, respectfully submit to the Railroad Administration the following facts:-

We are classified as Porters, but our duties on the Passenger Trains of the Mobile & Ohio Railroad cover a much wider range that this classification justifies, and our wages are based on the classification of Porter, and are so small that we are unable to maintain ourselves and families.

We respectfully submit that we act as head brakemen on these trains, working all the yards, flag all crossings at the head end of the train, handle heavy baggage at all stations, and handle all Express at flag stations. We pick up and set out all cars, draw all supplies for the trains, and are held responsible therefor; keep up all lamps and supplies therefor, and generally perform the duties of head brakemen; and yet we receive only $2.00 per fday, or $60.00 per month; whereas head brakemen receive practically double this amount.

We appeal to you to take this matter up, and if possible see to it that we receive a remunerative wage, and at least such a wage as will enable us to live decently and support our families comfortably.

We carry the keys to all switches, and upon our fidelity depends the safe movement of all passenger trains, and we feel that having always been faithful to the trust imposed in us and upon our determination to continue faithful, we are entitled to a living wage.

Respectfully submitted,

Please address
Norman Clark,
Stat. Co. Ins.

Mabile and ohio and St Louis

division

C.d. Johnson
Henry Buchanon
John Philops
Norman Clark
Charley Boekhonon
Wliom tomas
don Powell
Will Sondeson
Westley feilds
hosey Rigins
Frank Beldmount
E J Mc Clenon
Ed. owner
alf akins.
Frank Sharp
Fredy Balard

97445

June 5, 1919.

Dear Sir:

In behalf of the Director General, permit me to acknowledge communication without date, signed by yourself and other porters employed by the Mobile and Ohio Railroad, regarding the adjustment of your wages.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Norman Clark,
State Line, Miss.

C.R.

June 10,1919.

E-28-11-A

FILE

Mr. Norman Clark,
State Line, Miss.

Dear Sir:

This will acknowledge receipt of your letter without date, addressed to the Director General and referred to this Division for reply with reference to the rate of pay you feel should apply to you as porter rendering brakemen's service.

I attach hereto a copy of Supplement No.12 to General Order No.27. Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization if you are a member of an association of railroad employees and should you not belong to an association of railroad employees I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No.27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

COPY

Yours truly,

Form G-77.

2—8075

J. A. Franklin

7-AR

E 38-11

83135

Director General of Railroads

APR 15 1919

Macon Ga
Apr 12. 1919

DIVISION OF LABOR.

Mr Walker. D. Hines
Director General
Washington D. C.

APR 15 1919

Dear Sir we have taken up the Matter with our Superintender Conserning our wages and he said that he had instruction just to pay us the principable sum of a train porters pay. Which is only $69.80 for 20 days work. in the month of March 1919 they paid us $120.66. and Back time was figured out and paid at the rate of $120.66. please tell us whether we should recieve the same pay as the flagman on the trains are not. also state in figures what is the pay we should recieve on these runs. Nos. 1. 2. 3. 4. 33. and 32. and we makes 262 miles each way

and the round trip gives us 524 Miles
trains Nos. 5 and 6 Makes a 105 miles each
way and the roud trip gives 210 Miles.
and we also inclose our Superintenders
Letter. Stating the rate of pay that he say
we should reciev.

Obligl Walker English
336 Jackson St

GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY

Macon, Ga., April 12th 1919 co-

Will Holt:
Frank Butler:
Walker English:
John Ross:

Referring to your request that passenger brakemen's rate be paid you, who are employed as passenger train porters.

The interpretation I have of Supplement No. 12 to General Order No. 27 is that where no flagman is employed the porter is paid flagman's rate of pay. On trains where flagmen are employed porters are paid train porters' rate, which are as follows:

Trains Nos. 1, 2, 3, 4, 32 and 33 and round trip on Nos. 37 and 38, $3.49 per trip - overtime rate 26½ cents per hour. Trains Nos. 5 and 6, 11 and 12, 13 and 14, $2.29 per trip - overtime 26½ cents per hour.

These are the rates that are now in effect and are being allowed you for the service you are performing.

H. J. Reese
General Superintendent.

88135

April 15, 1919.

Dear Sir:

This will acknowledge receipt of your letter of April 12th, enclosing letter from General Superintendent, Georgia, Florida & Southern Railroad, relative to your wages as train porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, with the request that same be given prompt attention.

Sincerely yours,
(Signed) M. B. C.

Mr. Walker English,
336 Jackson St.,
Macon, Ga.

Y.R.

April 19, 1919.
E-38-11-A

Mr. Walker English,
336 Jackson St.,
Macon, Ga.

Dear Sir:

This will acknowledge receipt of your letter of April 12th, addressed to the Director General and referred to this division for reply, with reference to rates of pay applicable to train porters.

I am attaching hereto a copy of Supplement No. 17 to General Order No. 27 which gives the new rates applicable to this class of service from January 1, 1919.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an employee's association. Should you not belong to an employee's association, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and a adjustment be effected.

Yours very truly,

encl.
7-vs

A. A. FRANKLIN

OF
VERAG
ADS

DIVISION OF LABOR
94513

E 38 11 a

Knoxville. tenn

MAY 19 1919

MAY 20 1919

May 16 - 1919

Mr. W. D. hines dear
sure it afords me
With the greatest of
pleasure to rite you
a fue lines in the
regards of my salry i
am geting for the
Work i am doing, yours
ones it isent Enough
for to take Care of my
family and us Porters
have families to take
Care of i have ben in
the sirvise of the
southern railway for
9 years and have not

reseaved Enough to
hardley to take care
of my famley my
cheaf clurk adviise
me to rite you and
explane the mater to
you Mr hines theas
officeales here in
Knotville dont seame
to care about aney letters
that We present to them
from you about aure money
and We are doing the
same Work as a brakeman
We are caupling up cars
and using the hand
lantern giving signels
at night using the

switche keyes aling
switches and closing
them coupling are hoes
and steam hoes handling
Baggage and Express
We dont get aney thing
Extry for loading and
on loading Express
the Company sayes that
is aure job and We are
not geting aney thing
for it and yaus ones
i am asking you
to please look in
to this mater for me
for yaus ones We should
of ben geting more for
aus Laber We are doing

almost twist as much
as the flagman on
thear trains my superender
says to me a fue days
ago that i Was not
gain to get aney more
money for the Work that
i am doing and i no
that you no how the
southern man is on
laber and that is the
Way thear officeales
here on the knoxville
Divishean They dont
Want to sea the
Colored peaple advance
in the South but
you Will sea to this

for one man laber is
just as good as a nather
if they do the dutey
With thear requared to
do and if they is a
man coming as near
doing thear dutey it is
us train porters
We have got to go out
on our run clean and nice
We have got to keep our
shoes shined if not they
Will fire us if We
refuse to on lock a
switch are close a switch
they Will discharge us
so We just go a head
With the good hope

of geting more money
some dedy for our labor
your ones We need more
money for our famley as
gracers are so high that
We Cant hardley live at
this salery We are geting
your ones us train Porters
do not get as much as
the Baggage Porters at
theas turmnals station
you rased the Express
Porters salery now
rite at $90 dollars a month
and We onley make
$56 dollars a Month
the 2 Weeks in april
i Work Eues day and

onley drawed $26 dollars
and yours ones you as
that Will not take
care of a man and his
Wife and 3 Children and
pay 8 dollars a month
for house rent and
my flour costes me
$1 dollar and 50 cent for 24
pounds and yours ones
you can count all theas
things up and you can
sea that i haven't got
much left for aney thing
So yours ones please give
this yours atenbin and
i Will thank you to
yours ones you Will be blessed

So i Will come to
a close hoping to
here from you at a
Earley date to advise me
to What steps that i
may take to get my
Money yours respectfley
Henry Johnson
#7 Doll flats
Knoxville, tennessee

94543

May 19, 1919.

Dear Sir:

In behalf of the Director General, I beg to acknowledge your letter May 16th, regarding the adjustment of your wages as porter with the Southern Railroad.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Henry Johnson,
#7 Doll Flats,
Knoxville, Tennessee.

W-g

FILE

May 22, 1919

E-38-11-A

Mr. Henry Johnson,
7 Dull Flats,
Knoxville, Tenn.

Dear Sir:

This will acknowledge the receipt of your letter of May 16, addressed to the Director General, with reference to the rate of pay you are receiving from the Southern Railroad.

Will you please advise me how you are classified on the pay roll?

Very truly yours,

J. A. Franklin

COPY

7-mws

Form G-77.

[redacted] [redacted] 96560

S.B.

DIVISION OF LABOR.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Knoxville, Tennessee,

May 30th, 1919.

E-38-11-a.

JUN 2 1919

MAY 31 1919

Mr. W. D. Hines,

Director General Railroads,

Washington, D. C.

Dear Sir:

I have your faovor of recent date, asking how I am classed in the Railway Service, and in reply thereto, beg to advise that I am classed on pay-roll as a porter.

Up to the present time, I have been receing my pay only every two weeks. The baggage porters receive their compensation every week, and as you know, my salary is very small, and it is almost a neccessity that I receive same every week. All of us porters would appreciate it very much if you could make such provision as would insure us our pay weekly, in the Knoxville Division.

Very Respectfully,

Henry Johnson

Porter, Knoxville Division.

...nn.

... advise that the Company
...-time. Every other day
... minutes, but they have
... allow the Baggage
... to help him do the
... time.

...son.

June 18, 1919.

File E-38-11-A

FILE COPY

Mr. Henry Johnson,
#7 Doll Flats,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of May 30th, addressed to the Director General, and referred to this Division for reply, with further reference to rate of pay you are receiving from the Southern Railroad.

Please be advised that we cannot make any special arrangements with individuals to pay them their pay. Some men would prefer to be paid daily. If it is the system of the railroad to pay you for two weeks, it will have to stand, unless a special number of men would ask that their pay be paid to them in another manner, they might change their practice.

I attach hereto copy of General Order No.27 which would cover porters up until the issuance of Supplement No. 7, copy attached, together with all interpretations thereto.

Of course, if you are engaged in doing brakeman work, provisions of Supplement No. 12 would apply to you, copy attached.

Form G-77. 2-8615

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you try to adjust the matter personally with your superior officer of the railroad, and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint state-

(H. Johnson--2)

ment of fact be prepared, in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. On receipt of such statement in this office, the matter will have prompt attention.

Yours truly,

J. A. Franklin

Enc.
7-RMB

FILE

COPY

Form G-77.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C.

DIRECTOR GENERAL OF RAILROADS ALWAYS OPEN

1919 MAY 31 AM 2 32

96269

A29AN 75 5 EXTRA NL

CALERA ALA MAY 30

560

MAY 29 1919

HON WALKER D HINES

DIRECTOR GENERAL OF RAILROADS WASHINGTON DC

SIR WE AS TRAIN PORTERS PERFORMING THE SAME DUTIES AS PASSENGER TRAIN BRAKEMEN HAVE AT THIS DATE RECEIVED NO INCREASE IN SALARY WHICH WAS ALLOWED US BY THE GOVERNMENT THROUGH THE WAR PERIOD BUT HAVE LIVED UPON THE SMALL DONATIONS GIVEN US BY THE PUBLIC THESE PRIVILEGES BEING DENIED US ON MAY FIFTEENTH NINETEEN NINETEEN ON THE LOUISVILLE AND NASHVILLE RAILROAD FROM CINCINNATI TO NEWORLEANS PLEASE COME TO OUR RESCUE

ALL PORTERS OF L AND N AND N AND C RR.

DEPARTMENT OF LABOR.

MAY 31 1919

E-38-11-a

May 31, 1919.

FILE

COPY

Mr. W. L. Mapother,
Federal Manager,
L. & N. Railroad,
Louisville, Ky.

Dear Sir:

The following telegram has been received by the Director General, signed "All Porters of L and N and N and C R.R."

"Sir:

We as train porters performing the same duties as passenger train brakemen have at this date received no increase in salary which was allowed us by the Government through the war period, but have lived upon the small donations given us by the public, these privileges being denied us on May fifteenth nineteen nineteen on the Louisville and Nashville Railroad from Cincinnati to New Orleans. Please come to our rescue."

Particular attention is directed to the statement made by the porters that they are performing the same duties as passenger train brakemen, and that they have received no increase in salary.

Will you kindly investigate, and advise whether or not Supplement No. 12 to General Order No. 27 applies to these porters, and if so what has been done in connection with the application of the order to such employes; also in connection with Supplement No. 16 to General Order No. 27. I will thank you very much if you will advise just that the status is of these porters on the L. & N. and N. & C. Railroads.

Form G-77.

2—3875

Very truly yours,

2-RMB

UNITED STATES RAILROAD ADMINISTRATION

FORM 51

DIRECTOR GENERAL OF RAILROADS

LOUISVILLE & NASHVILLE RAILROAD
LOUISVILLE, HENDERSON & ST. LOUIS RAILROAD
NASHVILLE, CHATTANOOGA & ST. LOUIS RAILROAD
TENNESSEE CENTRAL RAILROAD
BIRMINGHAM & NORTHWESTERN RAILROAD

OFFICE OF FEDERAL MANAGER, LOUISVILLE, KY.

W. L. MAPOTHER,
FEDERAL MANAGER

June 18th 1919.

DIVISION OF LABOR.

E 38-11-a

JUN 23 1919

Mr.J.A.Franklin,
Assistant Director,
Division of Labor,
Washington.

Dear Sir,

Yours of the 31st ult. quoting telegram to the Director General reporting alleged failure to properly compensate train porters on the Louisville & Nashville and Nashville, Chattanooga & St.Louis Railroads.

The statement is incorrect. The situation is as follows:

- :LOUISVILLE & NASHVILLE RAILROAD: -

Colored porters employed on passenger trains are not required to perform the duties of passenger train brakeman except, perhaps, in occasional emergencies. Where they are called upon to perform such duties they are allowed the compensation prescribed for brakeman under Supplement No.12 to General Order No.27. The compensation of porters has been properly adjusted under General Order No.27. The outstanding instructions are as follows:

"Supplement 12 to General Order No.27 has been interpreted as requiring the payment of brakemen's rates wherever the brakemen's duties are performed by the train porter, it being understood that on trains having white brakemen or white flagmen and a colored porter, the porter should

be paid only the porter's rate, provided he is not required to perform any of the duties of the brakemen.

When he is required, by proper authority, to perform the duties of a brakemen, he should be paid the brakemen's rate.

In order to clearly cover the matter and avoid improper claims under this rule, it must be understood that they will not be required to perform brakemen's duties, except the duty of flagging in an emergency or when the safety of the trains require that they do it, and when done, conductors should endorse same upon their trip cards, with a brief explanation of the necessity for doing such work."

The train porters made it a practice to provide pillows and allow the use of same by passengers occupying the coaches with the expectation of getting whatever remuneration they could from the passengers. This arrangement was never authorized by the Management and should not, I think, have been permitted. Upon investigation of a complaint presented to the Bureau of Suggestions and Complaints, the practice was prohibited.

- : NASHVILLE, CHATTANOOGA & ST. LOUIS RAILROAD: -

All colored train porters required to perform the duties of brakeman are paid brakeman's rate and their salaries have been so adjusted in accordance with General Order No. 27 and

June 26, 1919.

File E-38-11-A

FILE

Mr. W. L. Mapother,
Federal Manager,
Louisville & Nashville R. R.,
Louisville, Ky.

Dear Sir:

This will acknowledge receipt of your letter of June 18th, regarding ~~alleged failure to properly compensate~~ train porters on the Louisville & Nashville and Nashville, Chattanooga & St. Louis Railroads, for which I thank you.

Yours truly,

J. A. Franklin

7-SC

COPY

Form G-77.

Form 817 25m 12-18 Castle

E-38-H-a 100890

Louisiana Railway & Navigation Company

Shreveport La STATION, 6-21 1919

Mr. M. D. Hines derector general of rail reads

Washington .D .C

JUN 26 1919

we take this metherd of pertitioning your office. saking that you take up the matter with the L R & N to pay us as much as any other Rail Road for passenger train breakmans we take this matter up with you as we are not geting the proper pay we only gets from $60.00 to 75.00 per month we wants as much as any other rail road for the same class of work witch we are not geting on the L R & N and we understand that this work was in you hands to settle all grieveances that pertain to the employees of any Rail Roadwe are doing breakmans and flagmans work on passenger train service and we want to be payed accordingly we are not treated right in this matter and we ask this of you to look into this matter

Very truly yours

Dick Randolph

1417. Ford. St

100897

June 26, 1919.

Dear Sir:

In behalf of the Director General, I am acknowledging receipt of your letter of the 24th instant, requesting to be advised if you should receive your old position as Operator-Clerk with the Michigan Central Railroad or if it is necessary to work as extra, although you will retain your seniority.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for consideration.

Sincerely yours,

(Signed) M. B. C.

Mr. James C. Booth,
Gaylord, Mich.

C*L

FILE

COPY

June 20, 1919

E-38-11-2

Mr. Dick Randolph,
1417 Ford Street,
Shreveport, La.

Dear Sir:

This will acknowledge the receipt of your letter of June 21, addressed to the Director General, with reference to inequalities existing between the rate of pay of railroad brakemen on the L. R. & N. R. R. and those on other roads.

I attach hereto a copy of Supplement #15 to General Order #27.

However, should you feel that you are not receiving fair treatment under the wage order, I would suggest that you endeavor to adjust the matter personally with your superior officer, and failing a personal settlement that the matter be handled thru your organization. If you do not belong to an employes' association then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, copy attached, and forwarded to this office, when the matter will have prompt attention and an adjustment effected.

Form G-77.

2—8075

Very truly yours,

J. A. Franklin

7-1375

J. A. Franklin

Director General

OFFICE OF DIRECTOR GENERAL OF RAILROADS

St. Louis, Missouri.
June 17, 1919.

101114

E-38-11-a

Mr. Walker D. Hines, Chairman,
Wage Committee,
Railroad Administration.

Dear Sir:

JUN 28 1919

We, the undersigned Train Porters, on the L. & N. Railroad, running between St. Louis, Missouri and Nashville, Tennessee, wish to call your attention to our working condition and salary . We make 323 miles each trip and 20 trips per month which amounts to 6460 miles and we are paid only $63.00 per month.

We do not come under the mileage basis, as the rest of the crew, and on account of the high cost of living, we cannot live off of that small salary, as our expenses on the road from the time we leave home until our return home amounts to $35.00 per month, so you can plainly see that this does not leave us very much to support our families, and we are going in debt every month to support our families. We were allowed to rent pillows on passenger trains until about three weeks ago, that is now discontinued, so now we have no chance at all to make any extra change .

We wish to call your attention also to the fact, that, we were also relieved of handling switches and flagging railroad crossings, as that was claimed to be filling a brakeman's place. 1919 We did this work during the United States Railroad Administration from January 1, to December 22, 1918 when we were stopped by the L. & N. Railroad Company. Rather than pay us Train Porters a Brakeman's pay, this work was placed on train baggagemen.

We kindly ask you to look into this, and that you will see that we are Poor, Needed, Humble Servants. We kindly ask you to please grant us a living salary so that we may have something to support our dependent families with. Anything you can do for us will be highly appreciated by us humble servants.

Will you kindly let us have your reply as to what you can do for us as early as possible. Please let us know what you can do for us. Kindly direct your reply to Mr. John Dupee, 516 North Garrison Avenue, St. Louis, Missouri.

DIVISION OF LABOR

JUN 30 1919

Very truly yours,

John Dupee.
Albert Powell
Ed. Payne
Drew Tapp
John Taylor
Gilbert Shaffer
J. Pate
Charlie Cropwell
R. G. Hardy
Earnest Lawrence
Henry Craddock
Albert Butler

101114

June 28, 1919.

Dear Sir:

This will acknowledge receipt of letter dated June 17th, signed by yourself and other train porters employed by the Louisville & Nashville Railroad, regarding the adjustment of your wages and working conditions.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. John Dupee,
#516 N. Garrison Ave.,
St. Louis, Mo.

Y.L

July 1,1919.

E-36-11-A

FILE COPY

Mr. John Dufee,
516 North Garrison Ave.,
St.Louis,Mo.

Dear Sir:

This will acknowledge receipt of your letter of June 17th addressed to the Director General and referred to this Division for reply in which you are asking for an increase in salary as train porter.

This matter should be taken up with the Board of Railroad Wages and Working Conditions in accordance with Article VII to General Order No.27, copy attached.

Yours truly,

J. A. Franklin

7-AR

Form G-77.

2—8075

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

OFFICE OF DIRECTOR GENERAL OF RAILROADS

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

102259

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C.

1919 JUL 7 AM 4 38

A32CH 113 -12 EXTRA NL

ELPASO TEX JULY 6 JUL 7 1919

E 38 11-a

WALKER D HINES 526

DICT GENL OF RAILROADS WASHINGTON DC

SIR WE THE UNDERSIGNED COMMITTEE OF COLORED TRAINMEN WE WISH TO ADVISE THAT BACK TIME IS BEING PAID TO WHITE TRINMEN ON THIS THE T AND P RY RIOGRANDE DIV WE AS COLORED TRAINMEN EMPLOYED ON THE SAME ROAD HAVENT YET BEEN CONSIDDERED WE HAVE BEEN INFORMED BY LOCAL OFFICIALS THAT OUR INCREASE AND BACK PAY HAS BEEN HELD UP FOR WHAT REASON WE KNOW NOT ITS OUR DESIRE TO INFORM

DIVISION OF LABOR

JUL 7 1919

43

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

1919 JUL 7 AM 4 38

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

A32CH SHEET 2-43

YOU OF SAME WE TRUST YOU WILL CONSIDER OUR APPEAL AND INVESTIGATE THE MATTER AND LET US KNOW WHAT THE HOLD BACK IS AT AN EARLY DATE

WE AS RESPECTFULLY YOURS

P H EDDINGER P EDDINGS CHAIRMAN E MILTON ASST ROBT BERRY

SECRETARY WALTER RAY ASST.

102259

July 7, 1919.

Dear Sir:

In behalf of the Director General I am acknowledging receipt of your night letter of the 6th instant signed by yourself and others, with regard to back pay which is due you from the Texas and Pacific Railroad.

Your telegram is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. P.H. Eddinger,
El Paso,
Texas.

C/RW

July 9,1919.

E-38-11-A

FILE COPY

Mr. P. H. Eddinger,
El Paso, Texas.

Dear Sir:

This will acknowledge receipt of your telegram of July 7th addressed to the Director General and referred to this Division for reply advising that back pay has not been received by colored trainmen.

Each case should be handled separately and I should at least have information as to what they have been doing since January 1,1918. Kindly advise the name of the individual, concern or railroad for which they worked in each instance; also the date they commenced work there and the date they left that employ, together with the sort of work they did while in that service, giving me this information right up to the present time.

Yours truly,

J. A. Franklin

7-AR

Form G-77.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

July 9,1919.

E-38-11-A

DIVISION OF LABOR,

JUL 29 1919

Mr. P. H. Eddinger,
El Paso, Texas.

Dear Sir:

This will acknowledge receipt of your telegram of July 7th addressed to the Director General and referred to this Division for reply advising that back pay has not been received by colored trainmen.

Each case should be handled separately and I should at least have information as to what they have been doing since January 1,1918. Kindly advise the name of the individual, concern or railroad for which they worked in each instance; also the date they commenced work there and the date they left that employ, together with the sort of work they did while in that service, giving me this information right up to the present time.

Yours truly,

J. A. Franklin

7-AR

86374

Office of Director General of Railroads

Birmingham, Ala.,
March 21, 1919

Hon. W.D. Hines, Director General,
United States Rail Road Administration,
Washington, D.C.

APR 7 1919

Dear Sir :- We the undersigned employees on the Southern R.R. Lines, running out of Birmingham, Ala., are classed as domestic porters and paid accordingly. We are required to perform duties such as opening and closing switches, use hand lamps for the protection and movements of trains. Couple and uncouple cars and engines and the hose and chain attachments thereof. Compare watches when required by rules.

DIVISION OF LABOR

Under supplement number twelve to general order number 27, of December 2, 1918 we feel we should be classed as passenger brakemen and paid accordingly, which we are not.

APR 7 1919

We contend that we come under the following sections of that supplement; (B) Use hand and lamp signals for the protection and movement of trains. (C) Open and close switches . (D) Couple and uncouple cars and engines and the hose and chain attachments thereof. (E) Compare watches when required by rule.

We most respectfully ask that you give us a ruling on this matter and instruct the officials on this line of your ruling, so that if it is as we believe it to be, we will get the increase and back pay as mentioned in supplement number twelve to general order no.27.

We respectfully ask that you give this matter your attention and careful consideration in order that justice may be done us in this matter.

Thanking you in advance for whatever you will do for us, we are most respectfully,

J. S. Garrison 47 S. Jackson st Atlanta Ga
John Barrymore
Adam B. Bell
John Haislah
Dave Green

P.S. We have bought liberty bonds willingly, out of all propotion to our present salaries, expecting to be able to take care of the payments out of the increase of salaries we thought would be given us, by the ruling in the Supplement above mentioned.

Respectfully etc.,

J. S. Garrison

-----Signatures continued-------

Huston, Burris,

Monk Narwood

J. P. Pittman

Geo Thorton

John Simpson

John Robinson

Jesse Lee

86374

April 7, 1919.

Dear Sir:

In behalf of the Director General, I beg to acknowledge communication of March 21st, signed by yourself and others employes of the Southern Railroad, relative to the adjustment of your wages.

This letter has been referred to Mr. W.S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. J. S. Garrison,
47 S. Jackson St.,
Atlanta, Ga.

Y.R.

April 8,1919.

E-38-11

Mr. J. S. Garrison,
47 S. Jackson St.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of March 21st addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to the positions you and your associates hold on the Southern RR, being classed as domestic porters.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-AR

E-5811-a

Atlanta, Ga.,
June 4,1919.

DIVISION OF LABOR.

JUN 6 1919

Mr. J.A.Franklin, Division of Labor,
Washington D.C.

Dear Sir : -

We are in receipt of your letter of April 8,referring to our letter to you of March 21,requesting us to take up the matter of wage adjustment with our superior officers.

We wish to say we have pursued the course as outlined to us in your letter and will report the outcome to you in due course of time.

Newspaper reports of April II, stating we were classed as passenger brakemen caused us to feel that we would get the pay of passenger brakemen and back pay but as yet we have not received the increase we expected and are therefore following your instructuons to us. This expectation of receiving the increase, caused us tomdelay in answering your letter and also in following your instructions earlier.

We wish to thank you for all favors in connection with the matter in hand.

Very respectfully,

J. S. Garrison

47 South Jackson St.,
Atlanta, Ga.

101494

E-38-11-Ga3

OFFICE OF DIRECTOR GENERAL OF RAILROADS

JUN 30 1919 DIVISION OF LABOR

Atlanta, Ga.,
June 28, 1919.

JUN 30 1919

Mr. W.D.Hines, Director Genral,
Washington, D.C.

Dear Sir : -

On March 21, 1919, we addressed a letter to you in reference to the failure of the Southern R.R.Officials covering lines running out of Birmingham, Ala., to reclassify Porters performing such duties as are enumerated in supplement #12 to General order # 27. Reference to that letter will show our contentions for the reclassification. In that letter we asked for a ruling and the matter was referred to Mr. W.S.Carter Division of Labor for a reply.

Mr. J.A Franklin of the Division of Labor replied to our communication enclosing supplement number six and outlining a plan of proceedure for us to pursue. Copy of Mr. Franklin's letter to us attached and marked exhibit "A".

We took the matter up with our superior officers and a copy of our letter to our officer is hereto attached and marked ehibit "B".

The letter to our officer was delivered and held for several weeks and finally returned with the statement in person --Mr.H.H.Vance, Div.Supt. of the So.Road at Birmingham Ala. making the statement, that we were originally hired as porters and that we were still porters and not brakemen and for that reason he had no statement to make and would not make any statement in writing such as suggested by the letter of Mr. Franklin.

Mr. Vance statement to us is exactly what we are objecting to -- that is -- still being classified as Porters instead of being reclassified as supplement number 12 to General order # 27 directed.

The A.B.& A., The Cen.Of Ga. R.R. and the I.C.R.R. have complied with your order in supplement 12 to Gen.order #27. These roads run out of Birmingham, Ala. and the men reclassified are performing the same duties that we are and yet we have not been reclassified ---in defiance of the Director General's orders as outlined in supplement 12 to Gen.Order 27.

In view of the fact that the So.R.R.officials will not sign a joint statement of facts as requested in Mr. Franklin's letter to us, we are compelled to refer the matter back to your office for a ruling on the ex parte evidence furnished by us and ask you again to kindly assist us in arriving at an adjustment of the this matter, by giving us a ruling on supplement 12 to Gen.27.

All employees on the SO.Lines running out of Birmingham,Ala were given an increase on the first of June except the porters. We feel the persistant refusal of the So.R.R.officials to reclassify us is the cause of the failure of our men to receive the increase due them and back time as ordered in supplement 12 to Gen.Order 27. This reclassification is absolutely essential before we can get the increase for which it calls.

Except for your assistance in seeing that supplement #12 to Gen.27 is complied with we are absolutely helpless in this matter.

Thanking you in advance for past favors and for whatever you will do for us in this matter,

We are most respectfully,

J. S. Garrison Chair.
47 South Jackson St.
Atlanta, Ga.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR

W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

April 8,1919.

Ex. "A"

Mr. J. S. Garrison,
47 S. Jackson St.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of March 21st addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to the positions you and your associates hold on the Southern RR, being classed as domestic porters.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

7-AR

UNITED STATES RAILROAD ADMINISTRATION.

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS.

WASHINGTON, D. C., AUGUST 30, 1918.

SUPPLEMENT NO. 6 TO GENERAL ORDER NO. 27.

In General Order No. 27 and supplements thereto, and in certain memoranda of understanding creating Railway Boards of Adjustment put in effect by General Orders No. 13 and No. 29, methods have been provided for interpretation of wage orders issued by the Director General upon recommendations of such boards and the Division of Labor, "subject always to review by the Director General." For the purpose of affording prompt interpretations of all wage orders issued by the Director General, the duties and authority of the Board of Railroad Wages and Working Conditions are hereby extended to include investigations and recommendations to the Director General of interpretations of all such wage orders, when requested to do so by the Director of the Division of Labor.

It should be understood by railroad employees that it is impracticable to give interpretation on exparte statement, to the thousands who request information as to the manner in which wage orders should be applied in individual cases. Operating officials of the railroads are required to place wage orders in effect fairly and equitably, and should differences of opinion arise necessitating a formal interpretation, the matter will be disposed of in the following manner:

When a wage order is placed in effect in a manner with which an employee, or the employee's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employees and the contentions of officials, signed by the representatives of the employees and the officials, will be transmitted to the Director of Labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General. Upon the receipt of interpretation from the Director General, the Director of Labor will transmit such interpretation to the Railway Boards of Adjustment for their information and guidance, in the

application of such interpretation to existing conditions, or to questions arising from the incorporation of the order as so interpreted into existing agreements on all railroads under Federal control. As occasion demands, all interpretations will be printed and given general publicity, for the purpose of communicating the information to all concerned, and thus avoiding the necessity of duplication of interpretations.

On and after September 1st, 1918, any disagreement between the employees and the officials, over the application of any wage order, will be submitted to the Director of Labor, as outlined above, but in order promptly to dispose of all requests for interpretations previously presented to the Division of Labor, or to the Boards of Adjustment, such requests will be immediately recorded and transmitted to the Board of Railroad Wages and Working Conditions by the Director of Labor.

Nothing herein contained revokes authority granted to the Division of Labor of Railway Boards of Adjustment in determining disputes arising in connection with the application of interpretations of wage orders to existing conditions, or in connection with the incorporation of such interpretations into existing agreements.

W. G. McAdoo,
Director General of Railroads.

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1918

Ex. "B"

Birmingham, Ala.,
June 4, 1919.

Mr. H.H.Vance, Division Supt.,
Birmingham, Ala.

Dear Sir :

Enclosed you will find a letter from Mr. J.A.Franklin, Division of Labor, with supplement no.6 to General order no.27 attached.

We the undersigned employees on the Southern Railway lines, running out Birmingham, Ala., according to supplement no.12 to General order no. 27 are classed as passenger brakemen but are not paid passenger brakemen's salaries .

We mention to you three other roads that are paying passenger brakemen's salaries to their employees holding the same positions, namely : The A.B.& A. R.R., the Cen. of Ga.R.R. and the I.C.R.R. They have been paid all back time according to supplement no.12 to General order no.27.

We contend we should be paid passenger brakemen's salaries and all back time, according to supplement no.12 to General order no.27, but as yet we have not received the increase nor the back time.

We will thank you very much if you will handle this matter according to our contentions as outlined above and in accordance with the letter of Mr. Franklin requiring us to make a joint statement of facts, provided we cannot adjust the matter here, agreeably to all parties.

Very respectfully,

J. S. Garrison

47 South Jackson St.,
Atlanta, Ga.

Signatures Continued.

Adam B Bell
Mons. Narwood
L. D. Adams
L. P. Pittman
John H Aisleh
Sam Robinson
James Thornton
John Lee
Paul Green
John Simpson

FILE

July 10, 1919

E-38-11-a

Mr. J. S. Garrison,
47 S. Jackson St.,
Atlanta, Ga.

Dear Sir:

This will acknowledge the receipt of your letter of June 28, with further reference to the application of Supplement #13 to train porters.

There appears to have been a variety of understandings with regard to just what this supplement means and certain roads have not applied the order as it was intended to be applied.

In order to clear this whole matter up the situation has been placed before the Operating Division and we are expecting very shortly that more definite instructions will be issued which will take care of this matter and clear up the sources of dissatisfaction such as you have called to our attention.

Just as soon as this is done all interested parties will be advised and I would suggest that you allow the matter to rest in abeyance for a while.

Very truly yours,

J. A. Franklin

COPY

Form G-77

7—8675

7-nws

DIRECTOR GENERAL
OF RAILROADS

102799

E-38-11-a

DIVISION OF LABOR

July 8. 1919.

JUL 10 1919

Mr. Walker D. Hines

Dear Sir.

I want to ask you for information we porters are under the impression that back time & raise is due us and the officials has never said anything about it & when we ask we can never get any satisfaction we L. & N. Memphis line train porters some of us have been in service

for twenty & thirty one years. & we first go down to rig up our train about an hour before leaving time & then we have our flagmen's lamps to fill up, clean up & light up. then we load baggage, handle express, handle mail untill leaving time dust & sweep coaches & working with lamps when we have a lamp car while running if nessecary

& we have been help
doing all the switching
picking up & setting
out. Now May 1. they
have stopped us from
switching & flagging
rail road crossing
but we are still
packing hot boxes
& brasing cars. &
giving the firemen
water. & $55.00 our
salary & we can
not support our
family's on it on
this run 2 m. on 2
have a day & half ~~night~~
overs

102799

July 10, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of the 8th instant, with regard to the rate of pay for porters on the Louisville & Nashville Railroad.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. George Askew,
314 Chestnut St.,
Bowling Green, Ky.

C/RW

E-38-11-A

July 12, 1919.

Mr. George Askew,
314 Chestnut St.,
Bowling Green, Ky.

Dear Sir:

This will acknowledge receipt of your letter of July 8th, addressed to the Director General, and referred to this Division for reply, with regard to back pay claimed to be due you as train porters.

I attach hereto copy of General Order No. 27, the only wage order under which train porters would come, and if you desire an increase in salary over and above that referred to, I would refer you to Art. VII and suggest that the matter be handled with the Board of Railroad Wages and Working Conditions.

Yours truly,

J. A. Franklin

Enc.
7-RMB

Form G-77.

2—8075

FILE
COPY

FORM 326

THE VIRGINIAN RAILWAY COMPANY

E-38-11-a

Norfolk Va
7/19

Mr J. A. Franklin
We are porters at the Terminal
station Norfolk Va
Handling U.S. Mail and
Baggage Will you please furnish
us with a rate and Class
of this labor, governing
its wages

Resp't
L C Blow

#772
Lincoln st
Norfolk Va

DIVISION OF LABOR
JUL 11 9

E-38-11-A

July 14, 1919.

Mr. L. C. Blow,
772 Lincoln St.,
Norfolk, Va.

Dear Sir:

This will acknowledge receipt of your letter with reference to rate that station porters should receive.

I attach hereto copy of Supplement No. 7 to General Order No. 27, together with interpretations Nos. 1, 8, and 16 thereto, and should any injustices in or misapplications of the wage orders arise, I would suggest that you try to adjust the matter personally with your superior officer of the railroad, and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared, in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. On receipt of such statement in this office the matter will have prompt attention.

Yours truly,

J. A. Franklin

Form G-77. 2—8675

Enc.
7-RMB

FILE COPY

E-38-11-a

DIVISION OF LABOR.

El Paso, Texas,
July 10, 1919.

Honorable W.S.Carter,
Director of Division of Labor,
Washington, D.C.

Dear Sir:-

JUL 15 1919

We, the undersigned colored trainmen, working for the Texas and Pacific Railway Company of Texas, are writing this letter in order that we may receive the back pay due us from June 1, 1918, to January 1, 1919 under supplement No. 12 to General Order No.27 and the back pay due us from January 1, 1919 to the present time under supplements No. 15 and 16 to general order No. 27, and also that we may receive the present increase in pay due us under the above two orders.

We have taken the matter up with the division superintendent, A.E.Pistole, at Big Springs, Texas, and he has told us that the back pay and the increase due us has been witheld, but that he did not know the reason it had been witheld and could give us no further information.

We are classed as brakemen and it is our understanding that colored trainmen on the other railroads of Texas, working at the same character of work that we are doing are receiving the pay mentioned in the above supplements Nos. 12, 15 and 16 to general order No. 27.

We do not desire to register a complaint in reference to the above matter but feel that the railroad company should pay us the back pay as it has been more than a year since supplement No. 12 was issued and more than six months since supplement Nos. 15 and 16 were issued. We will appreciate very much anything that you are able to do in helping us receive this back pay and the present increase.

If you desire to reply directly to this letter, you may do so by addressing P.H.Eddings, 3112 Rosa Street, El Paso, Texas.

Very truly yours,

P. H. Eddings Gen. Chairman
Robert Berry
Ed Milton

July 14, 1919.

E-38-11-A

FILE

Mr. P. H. Eddin,
Grand General Chairman,
El Paso, Texas.

Dear Sir:

This will acknowledge receipt of your letter of July 10th to Mr. W. S. Carter, with reference to back pay claimed to be due you from the Texas & Pacific Railroad by reason of increases granted under Supplement No. 12.

Should, however, any injustice in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

F-ac

COPY

Form G-77

2—8675

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR

W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

July 15, 1919.

In your reply refer to File

DIVISION OF LABOR E-38-11-A

AUG 6 1919

Mr. P. H. Eddin,
Grand General Chairman,
El Paso, Texas.

Dear Sir:

This will acknowledge receipt of your letter of July 10th to Mr. W. S. Carter, with reference to back pay claimed to be due you from the Texas & Pacific Railroad by reason of increases granted under Supplement No. 12.

Should, however, any injustice in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. Franklin

7-ac

[redacted]: 69 Myrtle St. N.E.
Washington, D.C.
July 15-19.

E-38-11-A

Mr. J. A. Franklin.
Director
Division of Labor.

DIVISION OF LABOR
JUL 17 1919

Dear Sir:
Sorry to have missed you this a.m. On June 27 our attorney Mr. J. H. Ashley from Knoxville Tenn. was to see you with a committee on our wage

question of Supplement #12
making a few inquiries of
when will this money
be paid from June 1-1918 up
to the present time. We are
entirely performing the
duties of Passenger Brakeman
as well as Porters.

Respectfully Yours,

Wm. L. Bannaker

DIVISION OF LABOR.
5009
38-11-a
JUL 23 1914

Pleasanton Kansas
July 19 - 1914

Dear Mr. Hines

I a train Porter for the St Louis & San Francisco R.R. understand that since the Breakmen (white men) since our wages have been increased to where we can make a living have or are going to send a committee ~~committee~~ to the U.S. R.R. administration to demand our removal to be replaced with white men.

When the position did not pay much they did not want the place

we have for the last forty years preformed the duty of Head End Brakeman and Porter and gave the very best service to our Employers and the Public and allways give the best assistance to women and children riding on our trains. They do not seem to Realize that we shed our blood on the battle field of France fighting to make the world safe for Democracy that we should share that Democracy with them.

I will ask you and the R.y. administration in conclusion to stand by us and we will cheerfully stand by you

Iron one of your Col. Jr. Porters

Granville W Arnold

Porter Northern Div.

Hard

105009

July 22, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of July 19th, regarding the wages of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Granville W. Arnold,
Pleasanton, Kansas.
(Pleasanton)

y/rw

July 24, 1919.

E-38-11-A

FILE

Mr. Granville W. Arnold,
Pleasanton, Kansas.

Dear Sir:

This will acknowledge receipt of your letter of July 10th, to the Director General, and referred to this Division for reply, in which you state that you understand since Supplement No. 12 has been issued a demand is going to be made that colored train porters on the St. L. & S. F. Railroad be removed.

So far, I know of no such demand having been made. Let us not attempt to cross the bridge until we get to it.

Yours truly,

7-20

J. A. Franklin

COPY

Form G-77

2—8075

105811

E 98 11-a

DIVISION OF LABOR.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

26 1919

No mar

Chattanooga Tenn.
July 24th 1919.

Mr. Walker D. Hines
Director General of Railroads

Dear Sir we was notified June 1st 1918 that we would receive Brakemen pay for doing Brakeman work on Passenger train but we have not got it yet, but thought we would get a few words of our claim. So a letter from Mr. H. H. Baker Asst Mangr. of the Southern Railroad System South bound Straight Mr. Carwell general Superintendent asking us what did we want Brakeman pay or an increase so that we would not be bothered about our jobs. So we took for increase with a protection. Now we get the order which we send you. we have been doing this

work every time we have been
on these Jobs, some of us
have been here for 25 years, now
we write you, to see will you
have you change, the order that
was put out last June 1918,
what you read on this Bulliton no
156. Saying for Train Porter, not
to do this just what we have
been doing all the time now
if you have order that taken off
we wants. you see that if
we gets Brakeman Pay for the time
pass from June 1st 1918 untill now
when this order was put out.
Please Mr Hines, please give us at
once.

yours truly

Passenger Brakemans
Alabama Great Southern Railroad
Cin New Orleans + Texas Pac Railroad

UNITED STATES RAILROAD ADMINISTRATION.
Walker D. Hines, Director General of Railroads.

Southern Railroad Lines - Lines West.
Alabama Great Southern Railroad.

Birmingham, Ala., July 21st, 1919.

BULLETIN No. 156.

ALL PASSENGER CONDUCTORS & TRAINMEN:

Except in cases of emergency, and where safety makes it necessary, Train Porters employed on trains on which there are also employed passenger brakemen or flagmen, are not required to inspect cars; test signals or brake apparatus for the safety of train movement; use hand or lamp signals for the protection or movement of trains; open or close switches; couple or uncouple cars or engines, or the hose and chain attachments thereto.

Conductors in charge of trains will see that such Train Porters do not perform any of the duties above mentioned, except as herein specified.

W. J. Edwards,
Superintendent.

E 35 11 a

FORM 30

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

LOUISVILLE & NASHVILLE RAILROAD

Lexington Ky STATION July 23 191 9

Mr J A Franklin Kind sir I

would like for you to send me a General order with Train Poters Rates and Weiges as I am a Poter on the Road and I would like to have one as my Weiges are small so I will know the Wreights of Weiges

Byrd mayes
323
Wickry st
Lexington
Ky

DIVISION OF LABOR.
JUL 26 1919

E-38-11-A

July 29, 1919.

FILE

Mr. B. Moyes,
323 Hickrey St.,
Lexington, Ky.

Dear Sir:

This will acknowledge receipt of your letter of July 23rd, with reference to the rate of pay train porters should receive.

Train Porters come under General Order No. 27, copy attached, and would suggest that if there are any injustices in or misapplication of the wage order arising that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement that the matter be handled through your organization if you belong to an association of railroad employees. Should you not belong to an employees' association, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours very truly,

J. A. Franklin

COPY

Form G-77

7-fd
Encl.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Form 14

SEABOARD AIR LINE RAILROAD

E 38 11-a

Americus Ga 7 X 14 = 1919

Dear Sir I write you a few line as for information that is an a Passenger Brakeman and I am on a run is 145-mile and Dear Sir i meake then every day and the rate of Pail is 2.60 & which is $4.00 a day that you meake the Brakeman 120.00 per month But i dont not get great i have read the supplement no 16 to general order no 27 it become that an

Americus Ga
Hampton St 432
Henry Pugalt
Mr Walker do
Himet

9-28-14

Form 14

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

SEABOARD AIR LINE RAILROAD

in tiel to 11.0 H 0 dollar a month
Dear Sir Please tell me how
it is use a lanter and mean
Cuffin and unlock switch and
dont get But 60 dollar a month
Corser dont no yney Fairly a
Bout the rule Please tell me
how much due me When i run
1157 0 mile a day for 30 and
31 one day Please do i will no
do this is to Mr walper. C. Himes

104155

DIVISION OF LABOR.

Dear Sir you will please write
i am talking a Bout the
united States Railroad ex.
administration this is for
in the railway conductors Book
Page is 254 and Supplement No. 16
to general orders No. 27 as i
ask you to tell me a Bout the
matter and i can rite you a gain
please rite me Henry Ryals
Americus Ga Hampton St 432
Please Sir i will tell you
anou

OFFICE OF DIRECTOR GENERAL OF RAILROADS

JUL 17 1919

Americus Ga 7 X 14 = 19 = 19

Dear Sir Please tell me a Bout
the matter so i will no there is
3 month that i have not got Rent 60
a month and the contract say 1,00 oc
Dear Sir i want you to tell me
and show me is i am right are not so
i hop to hear from you soon Dear
Sir now this seal to me this way
Washington DC april 10. 1919 this is
from the contract and i found it and
read the Book so Please give me
some ideg a Bout it Please Sir

Henry Ryals At
Americus Ga Hampton 432

July 30, 1919.

E-38-11-A

FILE

Mr. Henry Ryals,
432 Hampton St.,
Americus, Ga.

Dear Sir:

This will acknowledge receipt of your letter of July 14th, with regard to the fact that you claim the rate of pay granted i a Supplement No. 16 as a brakeman. I attach hereto a copy of the Supplement in question.

Should, however, any injustice in or misapplications of the wage order arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Very truly yours,

J. A. Franklin

7-AGH.

2—8675

Form G-77

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON July 30, 1919.

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
H. P. DAUGHERTY
ASSISTANT DIRECTORS

In your reply refer to File

E-38-11-A

DIVISION OF LABOR.

AUG 14 1919

Mr. Henry Ryals,
432 Hampton St.,
Americus, Ga.

Dear Sir:

This will acknowledge receipt of your letter of July 14th, with regard to the fact that you claim the rate of pay granted in Supplement No. 16 as a brakeman. I attach hereto a copy of the Supplement in question.

Should, however, any injustice in or misapplications of the wage order arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Very truly yours,

J. A. Franklin

7-AGH.

105888

E-38-11-a

DIVISION OF LABOR.
JUL 26 1919

Knoxville Tenn.
July 25, 1919

OFFICE OF DIRECTOR GENERAL OF RAILROADS
JUL 28 1919

Mr Walker D. Hines, Directing Gen of R Rds.
Washington, D. C.

Dear Sir;

I thought it necessary to call your attention to the Colored brakemen on passenger train, who was designated as Colored brakemen on passenger trains June 1st 1918. Who are so called train porters by Southern Railroad officials. We have not as yet rec'd our back pay from that date. According to supplement #12 to general order #27. We would be designated as passenger brakemen and paid accordingly. It seems now that the Southern Railway means to defeat supplement #12. By placing bulletins, on bulliten books that Switches will not be opened or closed by train porters. That is one of our principle duties on trains, opening & closing Switches or anything else that comes to hands that a brakeman should do. We were at Mr W. S. Barler's office a few days ago. And Mr Franklin told us that he would assure us that we would hear from this in 8 or 10 days. But we havn't as yet heard any-thing. It seems that the R. R. Co

is now going to discontinue our work as passenger brakemen. Call themselves making domestic's out of this class of men. You said in supplement #28 to general order #27. that no employee would be removed from the service. Because of any langauge of any wage order or supplement thereto. When shall we effect our back pay. Thirteen months have now passed and we havnt as yet recd our back pay. or any increase. This is one of the Bulliten that have been issued in the past few days.

July 21, 1919.

(All passenger Conductors)

Effective at once: You will see that train porters are not required to handle switches or do anything but regular porter work, handling baggage express, keeping cars clean ect. and assisting passengers on and off trains.

W. M. Newell. Sup.

In supplement #12 it says that as brakemen this would not take up the duties of any employee designated as train porters. Hoping you will give this

consideration. I am,

Very truly

M. F. Seales.

R. 7. W. 12 B. 292a.

Knoxville, Tenn

105888

July 26, 1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of July 25th, regarding the adjustment of wages of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. M.F. Scales,
R.F.D. 12, Box 4292 A,
Knoxville, Tenn.

J/EW

E-33-11-A

July 29. 1919.

Mr. M. F. Scales,
R. F. D. 12, Box 4292 A,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of July 25th, addressed to the Director General, and referred to this Division for reply, with reference to the application of Supplement No. 12 to positions you and your associates hold.

Please give me the information in each case as to the road on which you and the employes in question are working, the runs to which you have been assigned. Give me the data as to the duties you perform that would bring you within the category of brakemen, and the names of the railroad employes who have instructed you to perform such duties.

Yours truly,

J. A. Franklin

FILE COPY

Form G-77

7-RMB

OFFICE OF DIRECTOR GENERAL OF RAILROADS
DIVISION OF LABOR.
JUN 10 1919
JUN 10 1919

66648

38-11

Cairo Ill.

June The 7th 1919

Mr. Walker D Hines.
Director General of
Railroads. Washington D.C.

Sir. I am compell to make a complaint to you. About the way we are being Treated on The St Louis Div-, I have been in Service With the Ill- Cent-, oftens and on. Since 1896. I have been in continuel Service on the St Louis Div-, Since July the 17th 1914. the most of this time I acted as Rail way Traine porter. it has always been acustome. for porters on St Louis Div-, to Carry Switch Keys, to Couple and

uncouple Cars, and do Switching
when nessesary. in other words,
doing Complete Brakemans Work.
Since the new Scale of wage
Came out. that Taken affect.
May the 1st 1919, why the Supt-
of the StLouis Div., Taken this
work off of us. to reduce our
Wages. May the 10th 1919. he
ishued a Bullitin. reading
that, porters Duties, Should
Consist of - Calling Stations
Keeping Coaches Clean. and
Handling Baggage. when
nessesary. they are well Supplied.
with Labor to do this Kind
of work. you Granted us
$110.00 Per month.

Went into affect Feb. The 1st.
1919. That has ben Taken
away from us. an cut to
$72.00 per month. Which is a
way below Liveing exspences.
There is 5 of us porters. That
works betweeh Cairo an Centralia
Ill, There is 8. Regular Crews.
We operate all Trains acept
7 + 8. The Panama Limited.
Makes 226 miles per day. We
have 10. days pay on the new
Rate. at $2.66 per Hundred
Miles; payable for the 1st perrod
of May. an we failed to
get it. My Check were short
about $21.57. which I Labored
hard for.

I would like to know. if
there is any Law. to keep
from paying a man. after he
works for his money. I wrote
my time keeper. and he says
No Shortage. as usual.
the way they run us. We make
226. miles per day. 10. days we
make 2260. miles, at #2.00 per
Hundred Miles. which would
Equal #60.00 5. days on the Rate of
#72.00 which would Equal #11.60!
My Check for the 1st period of
May was #51.40 Number of Check
65573. payable on the
National Bank of Commerce
St Louis Mo. I will thank
you in advance to

to Look after this matter
for me. I am a poor man.
an my Labor is my living
please see that we get our
4. months Back pay. I
Certainlly Thank you for
past favors. an pray
for your Continuence.

Res —
C. J. Thomas
2208 Park Ave.
Cairo
Illinois

Porter St Louis Div —
Centralia
Dist —

96848

June 10, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 7th instant, to the Director General, with regard to the pay of train porters on the Illinois Central Railroad.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for consideration.

Sincerely yours,

(Signed) M. B. C.

Mr. C. J. Thomas,
#2208 Park Avenue,
Cairo, Ill.

C*L

FILE

E-38-11-a

August 1, 1919.

Mr. C. J. Thomas,
2208 Park Ave.,
Cairo, Ill.

Dear Sir:

This will acknowledge receipt of your letter of June 7th to the Director General, and referred to this Division for reply, inquiring as to whether the railroads are within their rights in taking from porters duties that would compel the payment of brakemen's wages.

If the railroad officials have done this they are acting within their rights, for they are the judges as to what may be necessary under the circumstances to warrant the most efficient operation of the lines under Government control. Of course, it would be different if porters were to continue to do brakemen's work, brakemen's rate would then have to be applied to them.

Yours very truly,

J. A. Franklin

COPY

7-fd

Form G-77'

2—8675

~~E-28~~

July 25/19

E-38-11-a

DIVISION OF LABOR

St Petersburg Fla

Box 745

Mr J.A. Franklin

assistant Director

JUL 28 919

Dear Sir i am advised that we will be Paid this Back time in a few Day & Rite you in Regards to the matter asking you did you Stat how fur Back we Wood be Paid or we to be Paid ~~from~~ by General order No 27 VI as summit 12 colored fireman trainman an switchmen hos ben Paid Plea Get me Sure from you on this matter I Remain your

Respectfully

J.C. Crossland

Aug. 6, 1919.

R-38-11-A

Form G-77

27-5075

Mr. J. C. Crossland,
P. O. Box 745
St. Petersburg, Fla.

Dear Sir:

This will acknowledge receipt of your letter of July 25, in regard to back pay due you as train porter. Beg to advise that this question has been turned over to the regional directors and any further complaints you have should be handled direct with the regional director in your territory.

Yours truly,

J. A. Franklin

5-RB

FILE

Charlottesville Va. aug 2 1919

E 38 a

107831
OFFICE OF DIRECTOR GENERAL OF RAILROADS
DIVISION OF LABOR.
AUG 5 1919

Dear Mr Hines:—

I do Pray that you will Read this with just a little of your most Val= =uable time. we have no union to speak for us so I am asking what is the meaning of the actions towards the Train Porters? on august the 1st, (yesterday) after we arrived in Danville, Va. & I had gotten through helping the baggage man to unload Baggage, mail & Parcel Post the Conductor (Mr Seeman) told me that the train master (Mr Clark) had

exist) o[illegible] it: now I only hope that you will remember us Poor Porters, there is no tips for me at all handling Colored & White People on local trains.

& if there is any Class of workers in the R, R, Service thats really Kneeds more money in these distressing times its the Railway train Porter.

we have been doing the same work that the Flagmon is doing & a bit more also, yet we have not as yet received Pay for it.

all Classes of workers recives Posted o[illegible] written notices of Changes & so on, & we ha[illegible] not, some of the Porters are of the opinion that the real R. R. Heads do not know

Just instructed him, to inform me that I would have to give up the switch Keys, as no more switching, do no more flagging, & give no more Signals. But to help Colored Passengers on & off, & Keep the Cars Clean While Enroute, now I have been doing all these things all heretofore & dont Quite Comprehend the meaning of all this sudden Change. the Conductor says he dont understand it. as for myself (I have heard other Porters of same opinion) I only ask a Square Deal, the Enginemen with all the fat salary wants more, for as you see, he says he cant Live on his "Small Pay" now I have to Just barely Exist on my bit Which as you know is only $2.06¢ a day & Pay house rent & my family have to live (or

of such orders that have been given
to the R. R. Train Porters, & that its
Part of the Scheme of some of
the officials who are in simpathy
with the Railway mens Soviet, or Concil
Kindly see that Justice & a decent living
wage is accorded to your, R. R. Porters.
I am your obediant Servent
Charlie. S. Allen. Porter trains
Nos 19 & 20.
Charlottesville, Va. & Danville Va.
#331 Commerce st
Charlottesville, Va.

107331

August 5, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of August 2nd, regarding the wages and duties of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Charlie S. Allen,
331 Commerce St.,
Charlottesville, Va.

y/rw

E-38-11-A

August 18,1919.

FILE COPY

Mr. Charlie S. Allen,
331 Commerce St.,
Charlottesville, Va.

Dear Sir:

This will acknowledge receipt of your letter of August 2nd addressed to the Director General and referred to this Division for reply with reference to the fact that certain of the duties you were formerly discharging as train porter have been taken from you.

It is my understanding that this has been done by the railroad officials to avoid paying brakeman's rates to porters doing brakeman's service; this in accordance with Supplement No. 12 to General Order No.27, copy attached. If they wish to take duties from the porters that would entitle them to brakeman's rate they are within their rights in doing so and I can offer you no relief.

Yours truly,

J. A. Franklin

7-AR

Form G-77.

E-38-1 a

108602

Fort Worth, Texas.
August 7, 1919.

OFFICE OF DIRECTOR GENERAL RAILROADS

DIVISION OF LABOR.

AUG 11 1919

AUG 12 1919

Mr. Walker D. Hines,
Director General, Rail-road Administration.
Washington, D. C.,

Dear Sir:

Referring to Supplement 12, General Order 27 in regards of the increase in Train Porters salary, General Manager O. H. McCarty, has absolutely refused to comply with your order, and has not as yet allowed the increase in pay. All roads coming into Fort Worth have payed off all their Porters except the St. Louis and S. F., and Frisco.

We have been in the service for more than eight years, and have tried to give satisfactory service and we wish your hearty support, as we are only asking for justice.

Resp't Yours, Henry Gass

815 Luella St.,

Albany

Springfield

J. A. Allen.

108602

August 11, 1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of the 7th inst. regarding the wages of train porters employed by the St. Louis and San Francisco Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Henry Goss,
815 Luella Street,
Fort Worth, Texas.

Y*W

E-38-11-A

August 26,1919

FILE

Mr. Henry Goss,
815 Luella St.,
Fort Worth, Texas.

Dear Sir:

This will acknowledge receipt of your letter of August 7th addressed to the Director General and referred to this Division for reply, signed by yourself and others with regard to failure of the St. L. & S.F. Railroad to apply Supplement No.12.

I wish in each case, you would give me the runs assigned to the porters in question and a resumé of what duties they perform which they claim bring them within the scope of Supplement No.12 and the names of the men who instructed them to perform such duties.

Yours truly,

J. A. Franklin

COPY

7-AR

Form G-77.

PHONE 140

E. S. HURT
ATTORNEY-AT-LAW

P. O. BOX 596

MADILL, OKLA., Aug 21st 19.

111174

DIVISION OF LABOR
AUG 26 1919

E-38-11-a

DIRECTOR GENERAL OF RAILROADS
AUG 27 1919

Hon Walker D. Hines,

Director Gen'l. Railroads,

Washington D. C.

Dear Sir:

The seven porters of the A. &C. Division of the Frisco Ry (running from Hope Ark To Ardmore Oklahoma) have recieved no increase of wages since order No 27 was issued by your department. They were required to do switchmen and baggagemen duties until an order of June 1st 1919, was issued by the Division Superintendent directing that they do no switching or baggage handling, but confine themselves strictly to the duties of porters. An order of July 9th 1919 directs them to do baggage and switchmen's work when necessary. Having performed the work of baggagemen and switchmen from Jan. 1st 1918 up to August 1st 1919, and from July the first1919 up to this date they insist that they are entitled to the increase provided for in order 27. The porters on the Frisco running from Hugo North and South and from Madill North and South have recieved the increase and they can't understand why they arenot recieving it also.

Will you kindly refer this matter to the proper Board for investigation and adjustment, with request that the Board communicate with me.

Very truly yours,

E S Hurt

111174

August 25, 1919.

Dear Sir:

Permit me to acknowledge in behalf of the Director General your letter of August 21st, regarding the wages of porters employed by the Frisco Railroad.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. E.S. Hurt,
P.O. Box 896,
Madill, Okla.

y/rw

SIXTY-FIFTH CONGRESS.

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CARL HAYDEN, ARIZ.
DENVER S. CHURCH, CAL.
WILLIAM J. SEARS, FLA.
C. C. DILL, WASH.
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DAVID G. CLASSON, WIS.
T. A. CHANDLER, OKLA.
ARCHIE D. SANDERS, N. Y.

T. C. BENNETT, CLERK.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON INDIAN AFFAIRS,
WASHINGTON.

August twenty-five,
Nineteen nineteen.

My dear Sir:

The enclosed letter from E.S.Hurt, Madill, Oklahoma, is explanatory and for your earliest possible consideration and reply.

Very truly yours,

C D Carter

Director,
Division of Labor,
U.S.Railroad Administration,
Washington,D.C.

DIVISION OF LABOR.
AUG 26 1919

E. S. HURT
ATTORNEY-AT-LAW

MADILL, OKLA., 8 21 19.

RECEIVED
AUG 25 1919

Hon. Charles D. Carter,

Washington D. C.

Dear Congressman:

Are you too busy to listen to another tail of woe from me? It is not my woe but the complaint of the porters on the Ardmore branch of the Frisco. There are seven of these# boys and they sent a representative of their union to see me yesturday and asked me to take up their complaint with you and the Director General of Railroads.

These# boys have been doing brakemen, swithhmen and baggagemen's work since order No 27 went into effect Jan 1st 1918. On June 1st they recieved notice from their division superintendent to confine themselves strictly to the duties of porters and not to handle switches orbaggage. On July 9th they recieved instructions from the same superintendent to resume the duties of baggagemen and brakemen when necessary These orders of their superintendent were made June 1st and July 9th in 1919.

Of course these men are entitled to the wage increase from Jan 1st 1918 to June 1st 1919, and from July 9th up to this date .

All the porters on the Frisco out of Madill North and South and Hugo North and South have recieved their increase. These boys can't unders tand why they are not getting theirs and they can get no satisfaction from anyone. I am writing you for your assistance in getting this matter adjusted fro them. I have this Day written General Hines' department giving the facts. Will you kindly suggest the proper course for me to take to get the matter investigated and adjusted.

Your friend

E S Hurt

August 27, 1919.

E-38-11-A

EXTRA

Mr. E. S. Hurt,
Attorney At Law,
Madill, Okla.

Dear Sir:

This will acknowledge receipt of your letter of August 21st to the Director General, with reference to rate of pay you claim to be due you as brakeman although classified as porter.

Attached hereto find copy of General Order No. 27 which covered Brakeman prior to the issue of Supplement No.16 also copy of Supplement No. 12.

If you will give me the run to which you and other complainants have been assigned; also a discription of these duties performed, which you feel should bring you under the classification as a brakemen, and the names ofthe officers of the road instructing you to perform those duties together with dates when they were performed. I will be glad to handle the matter further with the Federal Manager.

COPY

Very truly yours,

J. A. Franklin

7-AGH

Form G-76. 2—8674

E 38-11-a

A.Y. BURROWS
ATTORNEY AND SOLICITOR
KNOXVILLE, TENN.

Knoxville, Tenn.,

Aug., 16th, 1919.

109847

DIVISION OF LABOR.

AUG 18 1919

AUG 18 1919

Honorable Walker D. Hines,

Director General of Railroads,

Washington, D. C.

Sir:

Increase in salaries Porters Knoxville Division Southern railway.

A number of Porters employed by the Southern Railway on its Knoxville, Division, have placed with me their alleged claims against the Company, for adjustment.

Their claim is that, beginning June 1st, 1918 the Railway Administration fixed their salaries upon the same basis and at the same rate as Flagmen. They further claim the Flagmen have been paid the rates or shedules fixed while they have received no advance whatever.

They are finding no fault with the Railway Administration but contend that the fault lies with the officials of the Railway. If the statements made to me by them be true then it would seem they are unjustly discriminated against.

Not being familiar with the facts of the matter I am taking the liberty of addressing you direct on the subject and will greatly appreciate any information that you may put me in possession of respecting their rights. I will then be able to take their grievances up with the proper parties. Thanking you for a reply at your early conven-

Hon. W. H. H. #2

ience, I beg to remain,

Very Respectfully,

A.Y. Burrows

AYB~~B~~B.

109847

August 18, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 16th instant, to the Director General, in behalf of train porters on the Southern Railroad who believe that they are entitled to an increase in wages.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

A. Y. Burrows, Esq.,
Knoxville, Tenn.

C*L

August 19, 1919.

E-38-11-A

FILE

Mr. A. Y. Burrows,

Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of August, 16th, addressed to the Director General with reference to the statement that has been made to you by certain porters of the Southern Railroad to the effect that their position should be based on that of flagmen.

It is true that in cases where porters perform the duties of flagmen or brakemen they have been increased to the rate of pay applicable to the class of service rendered by such employees which you will see from a copy of Supplement No. 12 to General Order No. 27 attached. However I shall say that the railroad of officers are entirely within their rights if they should cause the porters not to perform such services and in this way avoid paying to them the rates authorized by Supplement No. 12.

COPY

Should, however, any injustice in or misapplication of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 5 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Form G-77.

2—8078

Very truly yours,

J. A. Franklin

S-AGH.

SIXTY-SIXTH CONGRESS.

ALBERT JOHNSON, WASH., CHAIRMAN.
ISAAC SIEGEL, N. Y.
HAROLD KNUTSON, MINN.
ROSCOE C. MC CULLOCH, OHIO.
J. WILL TAYLOR, TENN.
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WILLIAM N. VAILE, COLO.
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BENJAMIN F. WELTY, OHIO.
JOSEPH B. THOMPSON, OKLA.
JOHN C. BOX, TEX.

P. F. SNYDER, CLERK.

111663

HOUSE OF REPRESENTATIVES,

COMMITTEE ON
IMMIGRATION AND NATURALIZATION,
WASHINGTON, D. C.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

E-38-112a

DIVISION OF LABOR

August 23, 1919.

AUG 25 1919

Railroad Administration,

Washington, D. C.

Gentlemen:

The enclosed letter from Mr. A. Y. Burrows is self-explanatory. Will you please furnish me with the information necessary to enable me to answer this letter, and oblige

Yours truly,

J. Will Taylor

A.Y. BURROWS
ATTORNEY AND SOLICITOR
KNOXVILLE, TENN.

Knoxville, Tenn.,
August 21, 1919

Hon. J. Will Taylor,
House of Representatives,
Washington, D. C.

Dear Mr. Taylor:-

I have been retained by a number of colored porters, employed by the Southern Railway, to make an effort to straighten out the apparent, if not real, differences between themselves and the Company, and to secure from them what is due them, if anything, from it.

Their contention is that the Railway Administration, or other authorities having power to do so, made an order or ruling putting the colored porters on the same basis as Flagmen on passenger trains, and that this order or ruling went into effect the first of June 1918. They claim that the reason they have not received the difference between their previous salaries and that fixed by the authorities is due wholly to the action of the Railway Officials.

I am not familiar with the order or ruling of law authorizing this change, but if such is in existence, as they claim, I know that you will know the facts concerning it, and if these negroes are entitled to anything that you will assist me as far as consistent with your duties in getting it for them.

Several days ago I wrote to the Director General of Railroads along this line, but up to the present have heard nothing from him.

Whatever you may be able to do for us in this matter will be genuinely appreciated by all of us, and thanking you in advance for your interest in the matter, I beg to remain,

Very sincerely yours,

AYB/R.

A.Y. Burrows

111663

August 25, 1919.

My dear Congressman:

Permit me to acknowledge your letter of August 23rd, transmitting letter from Mr. A.V. Borrows of Knoxville, Tennessee, in reference to a complaint of a number of porters employed by the Southern Railroad regarding their wages.

Your letter with attachment is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) W. B. C.

Honorable J. Will Taylor,
House of Representatives,
Washington, D.C.

y/rw

E-38-11-A

FILE

August 28, 1919.

Hon. J. Will Taylor,
House of Representatives,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of August 23rd, enclosing communication from A. Y. Burrows which we are returning hereto, having to do with the application of Flagman rate to porters performing the duties ~~of trainmen on~~ passenger trains.

I attach hereto copy of Supplement No. 12 of General Order No. 27, this being the wage order to which Mr. Burrows has reference.

However, before this wage order is applied indiscriminately, it is necessary for the officer of the road to be convinced that the men asking such application are actually performing duties that would warrant it. Even in cases where the men are satisfied that they come within the provision of the order, there are times when it is difficult to secure application, and in such cases it is necessary for them to handle in the form of a complaint with the officers of the railroad. Should they receive no satisfaction in handling in this way, then a statement should be made up - giving in the case of each employee who feels he has not been properly treated - the train runs to which he has been assigned, the road on which he is employed, also the names of the other employees of that line who may have instructed him to undertake the duties he feels should bring him trainmens' compensation. With that information, it would be possible for the Division of Labor to handle with the Federal Manager of the road on which they are employed.

COPY

Form G-77.

2—8675

The Director General previously had communication from Mr. Burrows under date of August 16th, to which I replied as per attached copy.

Yours very truly,

7-2

J. A. Franklin

A.Y. BURROWS
ATTORNEY AND SOLICITOR
KNOXVILLE, TENN.

Knoxville, Tenn.,
Sept. 9, 1919

SEP 11 1919
DIVISION OF LABOR

Hon. J. A. Franklin,
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:- In Re: E-38-11-A Passenger Porters, Southern Railway Company, Knoxville and Coster Divisions.

Honorable J. Will Taylor, our Congressman, has forwarded to me your letter of September 4th, in which I note the following with reference to my communication to Mr. Taylor dated August 28th: "I note that Mr. Burrows does not wish to secure the joint statement referred to in my communication to him, etc."

I regret that I created this impression upon you mind, I certainly did not wish to convey any such idea, and was unfortunate evidently in expressing myself in my letter to Mr. Taylor. I am quite willing to do everything required by Supplements 6 and 12 to General Order #27, and as an evidence of that fact, I am enclosing to you herewith copies of communications that I am today addressing to Messrs. A. P. Johnson, Supt., of the Knoxville Division of the Southern Railway Company, and W. M. Deuel, Supt., of the Coster Division of said Company.

You will observe in this communication that I request these gentlemen to appoint a time and place when they or their representatives will meet with the representatives of these porters for the purpose of getting up the agreed statement required.

I think from a reading of my communications on this subject you will find that I stated that my information from my clients was to the effect that such an effort as I am now making would be useless, inasmuch as they had already tried to secure an audience with their superiors for the purpose indicated. They were not only refused, but the position assumed by the Railroad Officials was haughty, arbitrary and in respects abusive, accompanied with the threat that if these negroes persisted in their efforts in securing their rights they would either be discharged out-right, or additional burdens placed upon them that would compel them to quit the service of the Company.

I will advise you as to the response of these gentlemen as soon as I hear from them.

AYB/R.

Very truly yours,
A.Y. Burrows

Knoxville, Tenn.,
Sept. 5, 1919

Mr. W. H. Brunk, Supt.,
Center Division,
Southern Railway Company,
Knoxville, Tenn.

Dear Sir:-

I have been employed by a number of colored porters on passenger trains, employed by you on your division, to adjust, if possible amicably, their claims to compensation as behooves under the provision of Supplement #12 to General Order #27 of the United States Railroad Administration.

These men claim that they come with the provisions of said order, and are prepared to present their claims to proper authorities as provided for in Supplement #6 to said General Order #27. This order you will remember provides "When a wage order is placed in effect in a manner with which an employee, or the employee's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employees, and the contentions of officials, signed by the duly presentatives of the employees and officials, will be transmitted to the Director of Labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General."

These employees inform me that they have endeavored to secure the statement provided for in the order referred to, but heretofore you have refused to meet them, or their representatives for that purpose.

However, this may be, I beg to advise you that we are now prepared to meet you or your representative, at any time that you may suggest, for the purpose of complying with the order cited, so that the claims of these men, as well as the contention of their employer, may be regularly submitted to the authorities for their final disposition.

Requesting that I may have the pleasure of hearing from you in response to this request by return mail, I beg to remain,

Very truly yours,

MEB/R.

COPY Mr. Frankfurter

Knoxville, Tenn.,
Sept. 9, 1919

Mr. A. P. Johnson, Supt.,
Knoxville Division,
Southern Railway,
City.

Dear Sir:-

I have been employed by a number of colored porters on passenger trains, employed by you on your division, to adjust, if possible amicably, their claims to compensation as brakemen under the provision of Supplement #12 to General Order #27 of the United States Railroad Administration.

These men claim that they come with the provisions of said order, and are prepared to present their claims to proper authorities as provided for in Supplement #6 to said General Order #27. This order you will remember provides "When a wage order is placed in effect in a manner with which an employee, or the employee's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employees, and the contentions of officials, signed by the representatives of the employees and officials, will be transmitted to the Director of Labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General."

These employees inform me that they have endeavored to secure the statement provided for in the order referred to, but heretofore you have refused to meet them, or their representatives for that purpose.

However, this may be, I beg to advise you that we are now prepared to meet you or your representative, at any time that you may suggest, for the purpose of complying with the order quoted, so that the claims of these men, as well as the contention of their employer may be regularly submitted to the authorities for their final disposition.

Trusting that I may have the pleasure of hearing from you in response to this request by return mail, I beg to remain,

Very truly yours,

GTB/M.

Form G-19

FILE NO.

E-38-1/-a
2 letters

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT:

August 30, 1919.

MEMORANDUM For Mr. W. S. Carter, Director, Division of Labor.

Herewith is a letter from Congressman J. Will Taylor, House of Representatives, with enclosures from Col. A. Y. Burrows, Knoxville, Tenn., relative to the claims of colored porters on the Southern Railroad.

The Congressman's letter has been acknowledged, with the statement that he would be properly advised, as requested.

DIVISION OF LABOR
SEP 2 1919

M. B. C.

fcl

S.B.

112112

SIXTY-SIXTH CONGRESS.

ALBERT JOHNSON, WASH., CHAIRMAN.
ISAAC SIEGEL, N. Y.
HAROLD KNUTSON, MINN.
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J. WILL TAYLOR, TENN.
JOHN C. KLECZKA, WIS.
WILLIAM N. VAILE, COLO.
HAYS B. WHITE, KANS.
ADOLPH J. SABATH, ILL.
JOHN E. RAKER, CAL.
RILEY J. WILSON, LA.
BENJAMIN F. WELTY, OHIO.
JOSEPH B. THOMPSON, OKLA.
JOHN C. BOX, TEX.

P. F. SNYDER, CLERK.

HOUSE OF REPRESENTATIVES,

COMMITTEE ON

IMMIGRATION AND NATURALIZATION,

WASHINGTON, D. C.

OFFICE OF DIRECTOR GENERAL OF RAILROADS
RECEIVED
AUG 29 1919

August 28, 1919.

Railroad Adminstration,

Washington, D. C.

Gentlemen:

The enclosed letters from Col. A. Y. Burrows, Knoxville, Tenn., are self-explanatory. Will you give me the necessary information to enable me to answer these letters, and oblige

Yours truly,

J. Will Taylor

COPY

A. Y. Burrows,

Knoxville, Tenn.
August 26, 1919.

Hon. J. Will Taylor,
House of Representatives,
Washington, D. C.

Dear Mr. Taylor:

Referring to the matter of colored porters of the Knoxville Division of the Southern Railroad Company, and supplementing my letter to you of yesterday, I beg to advise that they are now in my office, several of these men, one of whom was their official representative constituted such by unanimous action of the agreed parties, who made several trips to Washington and had the matter of back pay and increase pay up with the Railroad Administration officials.

He tells me that as a result of his efforts that the Division of Labor of the United States Railroad Administration agreed with their contention that they were brakemen or flagmen within the provisions of Supplement No. 12, General Order No. 27, and that the question of their status or position was fully determined by the Railroad Administration, and consequently the only thing remaining is for the proper order to be made by the Director General, or other authorized official of the Administration, directing the Southern Railroad Company to pay these men the money due them.

You will oblige me very greatly if you will investigate this matter along with the other investigations, and if you find these statements to be correct that you insist upon the necessary orders being made without further delay. On behalf of these 22 men and myself, we wish to extend you our sincere thanks, and deep appreciation for whatever you may be able to do for us in this matter, one of very great interest to the men in question.

With kindest regards, I beg to remain,

Very sincerely,

AYB/R

(S) A. Y. Burrows.

A.Y. BURROWS
ATTORNEY AND SOLICITOR
KNOXVILLE, TENN.

Knoxville, Tenn.,
August 26, 1919

Honorable J. Will Taylor,
House of Representatives,
Washington, D. C.

Dear Mr. Taylor:-

I thank you very much for your kind favor of August 23rd, and in connection with the subject matter thereof, please let me say further for your information, and perhaps of value to you in aiding myself and the 22 porters, whom I represent, in our investigations that I received from the Division of Labor, of the United States Railroad Administration, a communication, which reads as follows:

"It is true that in cases where porters perform the duties of flagmen or brakemen they have been increased to the rate of pay applicable to the class of service rendered by such employees which you will see from a copy of Supplement No. 12 to General Order No. 27 attached. However I shall say that the railroad of officers are entirely within their rights if they should cause the porters not to perform such services and in this way avoid paying them the rates authorized by Supplement No. 12."

"Should, however, any injustice in or misapplication of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected."

Very truly yours,

In reference to the above there was enclosed therewith Supplement #6 to General Order #27, also Supplement #12 to General Order 27 Supplement #12 sets out what porters must do in the discharge of their duties in order to entitle them to the increase pay, and these men without a single exception performed all the duties set out in Supplement #12.

To attempt to secure an agreed statement of facts provided for in Supplement #6 and referred to Mr. J. A. Franklin's letter to me of August 19th, part of which is copied herein, I will say that this would amount to no more than an idle formality, and a useless consumption of time. These negroes have already endeavored to secure this statement, they are perfectly willing to make it themselves, that the Superintendent of the Knoxville Division of the Southern Railway has peremptory refused to have anything whatever to do with the matter, but on the other hand was exceedingly arbitrary, dictatorial, and down-right abusive to these negroes when they approached him on the subject of complying with the Order referred to. They sent to him their committees, who, so far as I know, conducted themselves with all reasonable propriety, and with due ~~effect with~~ deference to the Superintendent, and the position he holds as their immediate superior.

I am satisfied, beyond doubt, that unless we can work their rights out through the Railway Administration they will never be able to depend in the slightest upon the co-operation of the Railway Officials, or any help whatever from that source, and consequently their claims, which I believe to be meritorious, will be wholly valueless to them.

Thanking you again for your kind interest in this matter, I assure you that I am ready at all times to serve you within my power, I beg to remain,

Very truly yours,

AYB/R.

A Y Bennett

2--

P. S.

Please see copy of communication of Mr. McAdoo and Mr. Hines under date of January 17th, 1919, addressed to Robert Massie, 411 McGhee Street, this city. This communication I am informed settles the question of the status of these parties as brakemen and not as porters, also that they are entitled to the pay of brakemen, beginning on June 1, 1918.

W. B.

E-38-11-A

A.Y. BURROWS
ATTORNEY AND SOLICITOR
KNOXVILLE, TENN.

14

Knoxville, Tenn.,
August 26, 1919

AUG 28 1919
DIVISION OF LABOR

Hon. J. A. Franklin,
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:- In Re: E-38-11-A Colored Porters
Southern Railway Company

I beg to acknowledge receipt of your favor of August 19th, with reference to the above matter. Before I received your communication I took the liberty of taking this matter up through our Congressman, the Honorable J. Will Taylor, and this morning received a communication from him informing me that he was taking it up with the Railroad Administration.

I mention this for your information, and in order that you may understand that Mr. Taylor and myself are working together regarding it.

I note what you say in your communication, also the enclosed Supplement, Nos. 6 and 12 to General Order #27, and the provision made in Supplement #6 for " A joint statement quoting the language of the Wage Order, and including the contentions of the employees, and the contentions of the officials, signed by the representatives of the employees."

There are 22 of these colored porters affected by the railroad's action regarding this matter.

I have been retained by all of them for the purpose of adjusting, if possible, the differences existing between themselves and the Railway Company. It is not my purpose to handle the matter in any other way than through the Railroad Administration, certainly not until I determine the status of these employees.

I, therefore, do not desire to create the impressions that any effort will be made by me, as their representative, other than in purely a friendly spirit.

After I have determined through your office what their rights are, if these rights are not then respected by the Company, it will be time for me to consider other procedure, but not before.

With reference to the agreed statement of facts referred to in your letter, also in Supplement #6, I beg to advise that these negroes have heretofore had this matter up with the Superintendent of the Knoxville Division of the Southern Railway Company, with the view to complying with this provision of General Order #27, but their efforts in this direction were wholly abortive, the Superintendent, their immediate superior, taking the arbitrary and unwarranted position that he would not sign such an instrument; that these negroes would continue to perform their duties under the direct command of train conductors, and that if they persisted in endeavoring to secure their rights, that they would either be discharged, or additional burdens would be placed upon them, which in the end would compel them to quit.

These men inform me that the Superintendent in more than one interview with them, grew very angry, and employed abusive and profane language without any warrant of reason therefor.

I am of the opinion that these negroes did not provoke the Superintendent to profanity, or abusive language, if for no other reason, they declared--that their jobs were at stake, or at least they believe so.

They have sent to him at different times deputations regarding their organization, and others have gone to him as individuals so they inform me, with the results that I have stated herein.

I believe, inview of these facts, that it would be a useless waste of time, and an idle effort on their part to further try to secure the agreed statement.

I would be glad, therefore, for any other suggestions from you in connection with this matter that may present themselves. In order that you may have before you my connection with Congressman Taylor, I am enclosing to you a copy of a letter that I wrote him this morning in which you will note I quoted extensively from your letter of the 19th.

Very respectfully,

AYB/R.

A. Y. Bennett

COPY

Knoxville, Tenn.,
August 26, 1919

Honorable J. Will Taylor,
House of Representatives,
Washington, D. C.

Dear Mr. Taylor:-

I thank you very much for your kind favor of August 23rd, and in connection with the subject matter thereof, please let me say further for your information, and perhaps of value to you in aiding myself and the 22 porters, whom I represent, in our investigations that I received from the Division of Labor, of the United States Railroad Administration, a communication, which reads in part as follows:

"It is true that in cases where porters perform the duties of flagmen or brakemen they have been increased to the rate of pay applicable to the class of service of Supplement No. 12 to General Order No. 27 attached. However I shall say that the Railroad of officers are entirely within their rights if they should cause the porters not to perform such services and in this way avoid paying them the rates authorized by Supplement No. 12.

Should, however, any injustice in or misapplication of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an assiciation of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisons of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected."

Very truly yours,

In reference to the above there was enclosed therewith Supplement #6 to General Order #27, also Supplement #12 to General Order. Supplement #12 sets out what porters must do in the discharge of their duties in order to entitle them to the increase pay, and these men without a single exception performed all the duties set out in Supplement #12.

To attempt to secure an agreed statement of facts provided for in Supplement #5 and referred to Mr. J. A. Franklin's letter to me of August 19th, part of which is copied herein, I will say that this would amount to no more than an idle formality, and a useless consumption of time. These negroes have already endeavored to secure this statement, they are perfectly willing to make it themselves, that the Superintendent of the Knoxville Division of the Southern Railway has peremptory refused to have anything whatever to do with the matter, but on the other hand was exceedingly arbitrary, dictatorial, and down-right abusive to these negroes when they approached him on the subject of complying with the Order referred to. They sent to him their committees, who, so far as I know, conducted themselves with all reasonable propriety, and with due ~~effect with~~ deference the Superintendent, and the position he holds as their immediate superior.

I am satisfied, beyond doubt, that unless we can work their rights out through the Railway Administration they will never be able to depend in the slightest upon the co-operation of the Railway Officials, or any help whatever from that source, and consequently their claims, which I believe to be meritorious, will be wholly valueless to them.

Thanking you again for your kind interest in this matter, I assure you that I am ready at all times to serve you within my power, I beg to remain,

Very truly yours,

AYB/R.

E-38-11-A

Sept. 4, 1919.

FILE

COPY

My dear Congressman:

This will acknowledge receipt of your letter of August 28th, enclosing letter from Col. A. I. Burrows, Knoxville, Tenn., which I am returning to you herewith.

I note that Mr. Burrows does not wish to secure the joint statement referred to in my communication to him, but you can understand that should I approach the Federal Manager with regard to the complaint, he would refer me back to established procedure and inquire where the joint statement was. If I can not definitely state to him that the joint statement was refused, I would then have to go back to Mr. Burrows and suggest that he secure same; therefore, it is preferable that an effort be made in the first place to secure the joint statement.

The proper order has been issued for application of trainman's rates to parties performing trainman's duties, this order is known as Supplement No. 12. As you know there is often a gap between the application of an order and the order itself, caused by either a misunderstanding on the part of those charged with the application of such order or possibly a careful disregard of such position. In order to correct either one of these possibilities it is necessary to have definite information with regard to the specific case where an injustice has been worked, and for this reason I would suggest that if a joint statement is refused Mr. Burrows, a complete resume of the case be sent to me, giving details as to those duties performed ordinarily as a part of trainman's work, the run or runs on which those duties are performed, and the names of the officers who are chargeable with the responsibility of having instructed the man in question to perform the duties, which are thought to mean the application of trainman's rates.

Form G-77

2—8875

Yours very truly,

Franklin

7-FD

Honorable J. Will Taylor,
House of Representatives,
Washington, D.C.

E-38-11

#2300 Elm Ave.

Portsmouth Va. July, 2, 1919.

DIVISION OF LABOR.

Mr. J. A. Franklin, Ass't. Director of Division of Labor,

Washing, D. C.

Dear Sir,

In order that I may get justice out of supplement #12 to General Order #27, I am mailing you honorable gentlemen of the Board, communication between Mr. D. F. Peters, Div. Supt. of the Norfolk & Western Railway, Norfolk Dist.

JUL 5 1919

I have had this matter up with the Fe deral Manager, Mr. A. C. Needles. He instructed me to take it up with Mr. peters. You will see from his letters, that I got no satisfaction at all. Now I kindly ask you gentlemen to take charge of this matter and adjust the same.

The application of this order has been applied to the runs between Norfolk & Roanoke according to its issue, but they have refused to apply it to the runs between Norfolk & Richmond which I am on. I can't find any clause in the general order or in supplement #12 that justify the action in this case.

I am performing the same service the men are on the through runs. I make 218 miles per day and they 257 miles.

Now I kindly ask that you take action in this case.

Beleiving that you will render a fair impartial and just decision , I most humbly submit this to you for your kind consideration.

Thanking you in advance, I remain,

Very truly yours,

Grant Gabb

Subject: Rates of Porters.

FORM G 12

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

NORFOLK & WESTERN RAILROAD

Crewe - June 6, 1919-h.

Grant Cobb,
Porter - Norfolk.

In reference to your letter of June 3rd in regard to rates of pay for porters on cannonball trains.

I am very sorry that we will be unable to change the rates of porters in this service, as the rates are made by the Administration at Washington, and it will be impossible to class the porters on the Cannonball trains at trainmen's rates, as it is not necessary for them to perform trainmen's service, except in extreme emergency.

Yours truly,

D. F. Peters,

Superintendent.

SUBJECT: GRANT COBB - Train Porter.

FORM G 12

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

NORFOLK & WESTERN RAILROAD

Crewe - 6-18-19. h

Grant Cobb,
Porter - Norfolk, Va.

I am in receipt of your letter of June 16th in regard to rates of pay for Porters on Cannonball trains.

These rates are covered by the Trainman's Agreement, special instructions, etc., and we cannot do other than comply with them.

In future, should you have any grievances, same should be taken up and handled through your Trainmaster, Mr. Ellett, at Crewe.

Yours truly,

D. F. Peters,

Superintendent,

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

RICHMOND TERMINAL RAILROAD
BAGGAGE DEPARTMENT

D. H. SELDEN,
BAGGAGE AGENT

RICHMOND, VA. June 3, 1919.

Mr. D. F. Peters, Supt,

Crewe, Va.

Dear Sir:

I hope that you will accept this letter as an apology for the steps that were taken in regards to writing Mr Needles requesting that Supplément #12 to General Order #27 be applied.

After thinking over the matter I come to the conclusion that I should have taken this matter up with you for adjustment and I most humbly ask that you parden me for so doing. I did not mean any disrespect and I hope that you will not look at it in that light and I sincerely hope that you look over this error and help us out as you have the Porters on the throu runs.

I most humbly submit this letter to you for your kind consideration, hopeing that some good may be cone, I am your most humble servant,

July 7,1919.

E-38-11 a

FILE

Mr. Grant Cobb,
2300 Elm Ave.,
Portsmouth, Va.

Dear Sir:-

This will acknowledge receipt of your letter of July 2, with reference to the application of Supplement No.12 to the position you hold.

This matter is now up with the Director General. There have been numerous instances where the supplement has not been applied as issued and in our investigation it appears to have been the result of a lack of understanding. In order to rectify this we took the matter up with the Director General and are expecting definite instructions to be issued which will bring into line the application on all roads making that application uniform. Just as soon as anything definite is done all interested parties will be advised.

Yours truly,

J. A. Franklin

COPY

7-AR

Form G-77.

mf

E-38-11-a

DIVISION OF LABOR.

#2300 Elm Ave.

Portsmouth, Va. July 3, 1919.

Mr. J. A. Franklin, Director of Division of Labor,

Washington D. C.

Dear Sir,

JUL 10 1919

This is to certify that I, Grant Cobb, is employed by the Norfolk & Western RY. as a passenger train porter and to meet the rules and regulations, I am required to perform the following duties:

At points where trains makes stops and time permit it, I look around and inspect the train to see if there be any defects, I carry a switch key, I open and close switches, couple and uncouple cars also engines, When necessary, I brass cars on line of road, in case of hot boxes, I treat hot Journals, givehand and lamp signals for the movement of trains, take train orders from operators on order hoops, I perform all the duties of a passenger b rakesman with the exception of comparing Stanard Time, I also do the porter's work on the inside of the train.

Respectfully, Yours,

Grant Cobb

Train Porter

N & W Ry

July 14, 1919.

FILE

~~B-58-11-A~~

Mr. Grant Cobb,
2300 Elm Ave.,
Portsmouth, Va.

Dear Sir:

This will acknowledge receipt of your letter of July 3rd with reference to your desire that you receive compensation under Supplement No. 12 to General Order No. 27.

I attach hereto copy of the Supplement in question, and as previously advised you under date of July 7th, this matter is under consideration. Just as soon as anything definite is done you will be advised.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77. 2—8675

E-38-11-a

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

RICHMOND TERMINAL RAILROAD
BAGGAGE DEPARTMENT

D. H. SELDEN,
BAGGAGE AGENT

~~RICHMOND, VA.~~ August 9, 1919.

DIVISION OF LABOR.

AUG 11 1919

2300 Elm ave
Portsmouth
Va

Mr. J. A. Franklin,

Director of Divisions of Labor,

Washington, D. C.

Dear Sir:

This is to call your attention to my letter of July 3 inst., in your reply you stated that as soon as anything definate was done all parties concerned would be notified. Will you kindly inform me if any further action has been taken in my case.

And Oblige,

Yours truly,

Grant Cobb

TOGETHER WE STAND! DIVIDED WE FALL!

E-38-19

The National Brotherhood Workers of America

Executive Officers

Lewis H. Brown, - President
Sidney Burt, Financial Secretary
Jeanette Carter, Cor. Secretary
Jas. B. Wilkerson, . Treasurer

609 F. STREET *Northwest*,
Room: 102
Phone Franklin 5667

WASHINGTON, D. C.

Executive Council

Edw. Watts, 1st Vice President
J. E. Thompson, 2nd Vice Pres.
Hugh Porter, 3rd Vice Pres.
Edw. D. Thompson, 4th Vice Pres.
Nelson Murphy, 5th Vice Pres.
Walter Green, 6th Vice Pres.
S. J. Jordan, 7th Vice Pres.
Jos. H. Stewart, Jeanette Carter
E. T. Fergerson, E. D. Thompson
Sidney Burt, J. B. Wilkerson
Walter Green

August 13, 1919.

DIVISION OF LABOR.
AUG 14 1919

Mr. W. S. Carter,
Interstate Commerce Building,
Washington, D. C.

Dear Sir:

Referring to a matter that was referred to my office, by one Grant Cobb, working as train-brakeman, on the Norfolk and Western Railroad running between Norfolk and Richmond. Cobb claim that his employment is covered under Supplement 4 to General Order 27. He is required to perform duties as passenger train brakeman and flagman, also inspector of apparatus on passenger trains. If I understand this Supplement at all, Cobb is entitled to brakeman's pay, protractive from January 1st 1918, which he claims. I am enclosing a copy of a statement made by Cobb, himself, in which you will find an outline of his duties, that is necessarily required of him every day. I am requesting your Honor to take up this matter in behalf of Cobb, and try if possible to adjust it for him, and notify my office of the result. If there is any further information in regard to this claim, that is necessary, you will kindly notify me at my office,

Respectfully,
Lewis H. Brown

2300.,Elm- Ave;

Portsmouth, Va.

WHOM THIS MAY CONCERN: Aug, IIth; I9I9.

This is to certify that I Grant; Cobb-is Employeed as train Porter by the Norfolk and Western R.R.;and that i am required to perform the following duties;where trains makes stops and time permits it;

I enspects cars to see if there be any defects or hot Journals.

Couple and uncouple cars and engines and the hose and chain-attachments thereof when neccessary.

Open and close switches:

In maney case i handle Train Orders:

I am required to perform all the duties described in Supplement No-I2 to general Order No.27 that intitle me to Brakemans Pay-and maney other duties of an Brakeman that are required by Officials of said roads Rule Book.

There fore i feel that i should and are verily intitle to pay as accorded in Supplement No.I2.

Yours Very Truly:-

Grant Cobb

Train-Porter of the-
NORFOLK and WESTERN-R.R.

August 29, 1919.

E-38-11-A

FILE

Mr. Lewis H. Brown, President,
The National Brotherhood Workers of America,
609 F Street, N. W.,
Room 102,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of the 13th instant to Mr. W. S. Carter, with reference to your desire that Mr. Grant Cobb receive compensation under Supplement No. 12 to General Order No. 27.

I would request that you have Mr. Cobb furnish me with information as to the runs he has been assigned to on which he rendered service that would bring him within the scope of Supplement No. 12, together with an account of such services as he performed, which form a part of a brakeman's duties, together with the names of officers of the railroad who may have directed him to render service of that sort.

With this information I shall be able to discuss the matter intelligently with the Federal Manager.

Yours truly,

J. A. Franklin

7-ac

COPY

Form G-77.

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT:

August 28, 1919.

E-38-11-9

MEMORANDUM for Mr. W. S. Carter:

Herewith is a letter from Congressman J.W. Langley, with enclosed communication from William H. Talbert, of Winchester, Ky., asking an increase in his compensation as train porter on the L & N Railroad.

Receipt of the Congressman's letter has been formally acknowledged, and he has been advised of this reference.

M. B. C.

fcl-hl

DIVISION OF LABOR.

SIXTY-SIXTH CONGRESS.

JNO. W. LANGLEY, KY., CHAIRMAN.
JOHN M. C. SMITH, MICH.
THOMAS S. DUNN, N. Y.
AARON S. KREIDER, PA.
RICHARD N. ELLIOTT, IND.
WILLIAM E. ANDREWS, NEBR.
CHARLES J. THOMPSON, OHIO.
EDWIN D. BROOKS, ILL.
J. WILL TAYLOR, TENN.
DANIEL REED, N. Y.
CARL R. CHINDBLOM, ILL.
FRANK CLARK, FLA.
JAMES C. CANTRILL, KY.
FRANK PARK, GA.
WILLIAM W. RUCKER, MO.
JOSEPH J. MANSFIELD, TEX.
ANTHONY J. GRIFFIN, N. Y.
JOHN W. RAINEY, ILL.
JOHN F. FITZGERALD, MASS.

111844

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS,
HOUSE OF REPRESENTATIVES, UNITED STATES,
WASHINGTON.

OFFICE OF DIRECTOR GENERAL OF RAILROADS
AUG 28 1919

August 27, 1919.

The Director General of Railroads,

Washington, D.C.

Sir:

Inclosed herewith is a communication from William H. Talbert, of Winchester, Kentucky, relative to his pay as a railroad porter in the employ of the L. & N. R. R. Company.

I trust that you will have this matter investigated with a view to remedying any injustice which may exist in his pay or that of other employes engaged in the same kind of work.

Very truly yours,

Jno. W. Langley

Inclosure.

Winchester, Ky.
Aug. 21st, 1919.

In Behalf of the Train Porters of the Kentucky
Division of the L. & N.

Hon. John W. Langley, M. C.,
Washington, D. C.

House of Representatives

My Dear Sir:

I hereby make an appeal to you to see if you can give me any information regarding the following:

I am a colored porter on the L. & N. between Cynthiana, Ky., and Beattyville, Ky,, and am on duty 14 hours.

In Article VI of General Order No. 27 it plainly states that all colored men employed as trainmen shall be paid the same rates of wages as are paid white men in the same capacities.

I was working as a head brakeman on this run from January 1st, 1918, until November 25th, 1918, and believe that it is no [illegible] receive the same wages and back pay as a white man in the same capacity. I do not see why this matter has not been settled a long time ago because the General Order No. 27 reads to that affect.

I work as a porter and also as a joint baggage and express man helper. The salary paid others for this kind of work is $125 a month and I only receive $56 to $60 which does not enable me to make a living for my family.

I also ask that I be given an increase from $56 to $100 a month and feel that this is none too much.

I not only myself want what is just and right but all porters doing the same class of work have made the same appeal.

Thanking you in advance for any information regarding the conditions of this case. Hoping that you give this matter the necessary attention, I remain,

Yours sincere friend,

Wm H. Talbert

P.S. Enclosing the necessary matters of this case.

Winchester, Ky.
Aug. 21st, 1919.

L. & N. Railway,
Kentucky Division.

Gentlemen:

We only wish that you would take this matter up for the porters of the L. & N. We have not had justice and we want our back pay for brakeman and a new increase of $100 a month back pay from January 1st, 1919.

Porters of Ky. Division.
L. & N. R. R.

Address W. H. Talbert,
No. 21 North High
Winchester, Ky.

September 2, 1919.

E-38-11-A.

FILE

My dear Congressman:

This will acknowledge receipt of your letter of August 27th to the Director General, enclosing communication forwarded to you by Mr. William H. Talbert of Winchester, Ky., relative to his pay as a railroad porter in the employ of the L & N. R. R. Company.

I understand Mr. Talbert and certain of his associates, claim for themselves the provisions of Supplement No. 12 to General Order No. 27, when performing the duties of trainmen

Before I can handle a case of this kind where there is any injustice in or misapplication of the wage order I would suggest that they endeavor to adjust the matter personally with their superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through their organization, if they belong to an association of railroad employees. Should they not belong to an employes' organization then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment will be effected.

If the complaints cannot be adjusted in line with the above then I would ask in each case where it is believed the wage order is not lived up to, complete information be sent me with regard to the run to which complainant has been assigned and an enumeration of the duties he performed, properly belonging to trainmen and the names of those fellow employees or superior officers who may have told him to perform such work.

Of course it will be necessary to also know the name of the road on which the employee worked.

2—8676

Form G-77

Very truly yours,

S. A. Franklin

Hon. John W. Langley,
House of Representatives,
Washington, D. C.

7-AGH.

FILE

COPY

Form G-77

2—3575

E-38-11-A

PHONES
BELL MAIN 4463
ATLANTA 890

R. R. JACKSON
ATTORNEY AT LAW
601-2 CENTRAL BUILDING
(FORMERLY TEMPLE COURT BUILDING)
ATLANTA, GA.

COLLECTION DEPARTMENT
E. M. HABERSHAM, MANAGER
ATTORNEY AT LAW

OFFICE OF DIRECTOR GENERAL OF RAILROADS

June 24th, 1919.

100873

DIVISION OF LABOR

JUN 26 1919

JUN 27 '19

Hon. Walker D. Hines,

Director General of Railroads,

Washington, D.C.,

Dear Sir:

I hand you herewith some original affidavits which explain themselves.

You will observe that they were made by Porters employed by you on certain divisions of the Seaboard Air Line Railroad running out of Atlanta, Georgia. They claim that under certain orders issued by your department, that they are entitled to the same pay that brakemen have been receiving and are now receiving on the roads operated by your department.

I have understaken to set out in detail the duties that they were required to perform and that they did perform in your employ. They have been receiving $60.00 per month. It is hard for me to believe that the railroad administration intend to work a valuable employee, some of whom have been in the service ten to twenty years, for the mere pittance of $60.00 per month.

I have adopted for them this method of bringing this matter to your attention. Will you kindly advise the construction placed on General Order No.27 or Supplement No.12 to General Order No. 27.

Thanking you in advance for the attention given this matter, I am,

Yours very truly,

R. R. Jackson

RRJ/B.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath John Vaughan, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to ~~xxxxx~~ assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named.It was and is also the duty of this deponent to unlock and open switches,and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

John Naughton
Deponent.

Sworn to and subscribed before me
this the 27 day of June, 1919.

Ann Brand
Notary Public, ~~Fulton County~~, Georgia. at Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Henry Simons, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter, or a Porter on a Passenger Train;" that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time nemed. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this deponent was

ployed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes, to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of 60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Henry Simon
Deponent.

Sworn to and subscribed before me
this the 14th day of June, 1919.

Ell Hakushaw
Notary Public, Fulton County, Georgia

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Will Moon, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of hisskill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and hem makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Will Moon
Deponent.

Sworn to and subscribed before me
this the 17 day of June, 1919.

Ann Mann
Notary Public, ~~Fulton County~~, Georgia. at Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath To^m Sitgraves, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter, or a Porter on a Passenger Train;" that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he had filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

Toassist passngers on and off of the trains by putting their baggage on the trains and taking baggage off of the trains; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this depenent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all pf which duties this deponent performed to the best of his skill and ability, and as deponent believes, to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insist he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Tom Silsbaus
Deponent.

Sworn to and subscribed before me
this the 16 day of June, 1919.

E W Hakenbrun
Notary Public Fulton County Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Lon Reed, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw-Switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

this deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned ~~and~~ heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Lu Reed
Deponent.

Sworn to and subscribed before me
this the 14 day of June, 1919.

E. W. Habersham
Notary Public, Fulton County, Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Albert Benham, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____ months or longer. That the duties of this deponent required of him and which he has filled in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train;such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train,and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train andtrains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out,and also help ~~fix~~ pack and fix what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars andcouple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches

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and unlocking switches on the line of road on which this deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes, to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has alreadyearned heretofore, and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Albert Benkoim
Deponent.

Sworn to and subscribed before me
this the [illegible] day of June, 1919.

F N Kellogg (LS)
Notary Public Fulton County Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Roy Evans, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaborad Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Roy Evans
Deponent.

Sworn to and subscribed before me
this the 28 day of June, 1919.

Ellen Habersham
Notary Public, Fulton County, Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Norman Page, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____months or longer. That the duties of this depoent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry fornthe purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only recieved as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Norman Page
Deponent.

Sworn to and subscribed before me
this the 26th day of June, 1919.

Ellis Hadenschuh
Notary Public, Fulton County, Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oathJosh Ingram, who being duly sworn deposes ~~xxx~~ as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter",or a Porter on a Passenger Train;" that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking

switches and unlocking switches on the line of road on which this deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Josh Ingram
Deponent.

Sworn to and subscribed before me
this the 24th day of June, 1919.

A. A. Baumstark
Notary Public, ~~Fulton County~~, ~~Georgia~~. State at Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized to administer an oath Frank Miller, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is class "Passenger Train Porter" or a Porter on a Passenger Train";that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the trains;such as suit-cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train,and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes, to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Frank Miller his + mark
Deponent.

Sworn to and subscribed before me
this the 24 day of June, 1919.

G. A. Baumstark
Notary Public, ~~Fulton County~~, Georgia. State at Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Elliott Brown, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit case, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack abd fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

this deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Elliott Brown
Deponent.

Sworn to and subscribed before me
this the 19th day of June, 1919.
Howard C. Stevens
Notary Public, Fulton County, Georgia.

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Perry Price, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Pasenger Train Porter", or a Porter on a Passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the trains; such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car, that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this depo nent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has onlyreceived as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

Perry Price
Deponent.

Sworn to and subscribed before me
this the 18 day of June, 1919.

W. J. Simmerton
Notary Public, ~~Fulton County,~~ Georgia.
State of Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Charlie Jackson, who being duly sworn deposes as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter, or a Porter on a Passenger Train"; that this deponent (as the records kept by the railroads will show) has been employed in the above capacity for about _____ months or longer. That the duties of this deponent required of him, and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the train; such as suit cases,hand-bags and all other personality that passengers are allowed to carry on a passenger train, and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car,that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and open switches and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out,and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this depoent did carry for the purpose of locking switches and unlocking switches on the line of road on which this deponent

was employed; all of which duties this deponent performed to the best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

C. Sollie Jackson
Deponent.

Sworn to and subscribed before me
this ~~the~~ 18 day of June, 1919.

Alex Brand
Notary Public, ~~Fulton County~~, Georgia. at Large

STATE OF GEORGIA

COUNTY OF FULTON

Personally appeared before the undersigned authority, authorized by law to administer an oath Jessie Young, who being duly sworn deposes ~~and~~ as follows:

That this deponent is an employee of the Director General of Railroads, operating the Seaboard Air Line Railroad in what is classed "Passenger Train Porter", or a Porter on a passenger Train"; that this deponent (as the records kept by said railroad will show) has been employed in the above capacity for about_____months or longer. That the duties of this deponent required of him,and which he has filled, in filling of said place as Porter, and the duties of this deponent has performed as Porter during the time of his employment were and are as follows:

To assist passengers on and off of the trains by putting their baggage on the trains and taking baggage off of the trains;such as suit cases, hand-bags and all other personality that passengers are allowed to carry on a passenger train,and also to assist in loading and unloading trunks and all kinds of baggage on and off of the baggage car,that is transported on and in the baggage car on which this deponent was and is employed as Porter, and also to assist in loading and unloading the express on and off of the express car and cars used in the same capacity. It is also the duty of this deponent to couple and uncouple the cars, and to couple and uncouple the air and steam hose in connection with the operation of the train and trains on which this deponent has served as Porter during the time named. It was and is also the duty of this deponent to unlock and openswitches, and throw switches when it was and is necessary in the operation of the trains on which this deponent was Porter. It was and is also the duty of this deponent to help put in new brasses when a brass in the journal box on the train on which deponent was Porter would wear out, and also help pack and fix, what is known as hot boxes on the train on which this deponent is Porter has been employed.

It was and is also the duty of this deponent to uncouple cars and couple together cars when the cars were set off on the line of road. It was and is the duty of this deponent to carry a switch key, which key this deponent did carry for the purpose of locking switches and unlocking switches on the line of road on which this

deponent was employed; all of which duties this deponent performed tomthe best of his skill and ability, and as deponent believes to the satisfaction of his employer.

Deponent says, that he has only received as wages for his services, in the capacity herein stated, the sum of $60.00 per month, and he is informed and believes that he is entitled to and should receive the same pay that brakemen receives who are employed on the same road, and he makes this affidavit for the purpose of presenting his claim for the additional pay that he now insists he has already earned heretofore and now being due him for services rendered, and asks that this his claim for additional pay be given consideration and awarded him.

John Young
Deponent.

Sworn to and subscrubed before me
this the 18 day of June, 1919.

Am Brand
Notary Public, ~~Fulton County~~, Georgia. at Large

June 26,1919.

Dear Sir:

This will acknowledge receipt of your letter of the 24th instant to the Director General, transmitting affidavits of various train porters on the Seaboard Air Line Railroad, contending that they should receive brakeman's rate of pay.

Your communication, with attachments, is being referred to Mr. W. S. Carter, Director, Division of Labor, for consideration.

Sincerely yours,

(Signed) M. B. C.

Mr. R. R. Jackson,
602 Central Building,
Atlanta, Ga.

C:MC

June 30, 1919

E-38-11-a

FILE

Mr. R. R. Jackson,
602 Central Bldg.,
Atlanta, Ga.

Dear Sir:

This will acknowledge the receipt of your letter of June 24, addressed to the Director General, enclosing affidavits with regard to the action of the Seaboard Air Line in not heading the application of Supplement #12.

I have quite an extensive file of correspondence on this matter and it is now being vigorously handled with the Director General. I am anticipating that something definite will be received shortly with regard to this matter and just as soon as the necessary instructions have been issued you will be advised.

I am keeping your file out from the general correspondence with this end in view.

Very truly yours,

COPY

Form G-77.

V-nwa

2—3675

E-38-11-a

PHONES
BELL MAIN 4463
ATLANTA 890

R. R. JACKSON
ATTORNEY AT LAW
601-2 CENTRAL BUILDING
(FORMERLY TEMPLE COURT BUILDING)
ATLANTA, GA.

COLLECTION DEPARTMENT
E. M. HABERSHAM, MANAGER
ATTORNEY AT LAW

August 4,1919.

United States Railroad Administration,
Division of Labor,
Mr. J.A.Franklin,
Washington, D.C.

AUG 6 1919

Gentlemen:

Referring to your communication under date of June the 30th, 1919, E-38-11-a In Re. the Porters employed on the Seaboard Air Line Railroads running out of the City of Atlanta. You will pardon me for again trespassing on your time about this matter, but it does appear to me beyond all question, that the railroad administration never intended, and does not now intend that these men should perform the duties that it is admitted they have, and are performing, for the meere pittance of $60.00 per month.

Is it possible for something to be done for them; otherwise they will be forced to seek other places in order to meet living expenses.

Thanking you for the attention given and the courtesies shown.

Very truly yours,

R R Jackson

RRJ/B.

E-38-11-A

September 6, 1919.

FILE COPY

Mr. R. R. Jackson,
601 Central Bldg.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of August 4th, with further reference to the failure of the Seaboard Air Line to apply Supplement No. 12 to the porters performing trainmen's duties.

If there are any injustices in or misapplications of the wage order arising I would suggest that an effort be made to adjust the matter personally with the superior officer in the employ of the railroad, and failing a personal settlement that the matter be handled through their organization, if they belong to an employees' organization. Should they not belong to an association of railroad employees then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

If you are unable to settle as outlined above, please give me the name of every porter performing such duties and not receiving a just application of the supplement, advising the run to which he has been assigned, the name of the railroad employee who instructed him to perform such duties, and a list of such responsibilities as are a part of trainmen's work which he performs, and which he feels should bring him trainmen's rate of pay.

Yours very truly,

J. A. FRANKLIN

Form G-77

7-FD

Form G-19

FILE NO. Q1N-20251

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT: Salary and Wages.

July 24, 1919.

E-38-11-a

MEMORANDUM MR. W. S. CARTER:

For your handling I transmit letter from Walter A. Farmerly, Ludlow, Kentucky, in regard to salary. This closes our file.

E. H. LAMB, Acting Chief
BUREAU FOR SUGGESTIONS AND COMPLAINTS.

WMV EB

DIVISION OF LABOR.
JUL 28 1919

Form SC-4

20251

FILE NO.

NAME Farmely Walter A

CLASSIFICATION Q / N

ASSIGNED TO Valiant

74 Elm St. Ludlow Ky. 7-21-19

Mr. Walker D. Hines
Washington D. C.

JUL 23 1919
20251

Sir. Mr. Hines,
I want to call your attention the fact as train porters hasn't got any encrease yet & of course we are entitle to more money as we do as much as the white flagman do & a greatdeal more We will be glad if you will enventigate this matter now & see that we get a reasonable encrease for we cannot live on the wages we are getting owing to the high cost of living

July 25, 1919

File QIN-20251

Subjects - Salary and Wages.
Free Transportation.

Dear Sir:

Mr. Hines has asked me to acknowledge receipt of and thank you for your letters of July 21st, in regard to salary and annual pass.

Appropriate attention will be devoted to these subjects by the properly constituted authorities.

Yours very sincerely,

Acting Chief.

Mr. Walter A. Farmerly,
54 Elm Street,
Ludlow, Ky.

WMV EB

July 29, 1919.

E-38-11-A

FILE

Mr. Walter A. Farmerly,
54 Elm Street,
Ludlow, Ky.

Dear Sir:

This will acknowledge receipt of your letter of the 21st instant with reference to statement that train porters have not received any increases.

What class of porters have you reference to, the ordinary train porter, or train porters performing services as brakemen?

Yours truly,

7-ac

J. A. Franklin

COPY

Form G-77.

2—9075

Form G-19

FILE NO. Q1N-20251

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Sept. 3,1919

SUBJECT: Salary and Wages
Free Transportation

E-38-11-a

MEMORANDUM for Mr. W. S. Carter:

On July 25th I sent you a letter from Mr. Walter A. Farmerly, Ludlow, Kentucky, I attach further letter from same correspondent for your attention.

E. H. Lamb,
Chief,
Bureau for Suggestions and Complaints.

WMV

SEP 5 1919

DIVISION OF LABOR

14

Form SC-6

SECONDARY LETTER

FILE NO. 20251

NAME WMW

(Correspondent in Washington Office handling above file.)

SECONDARY FILE

LIFE NO. _____

NAME _____
(Correspondent at Washington Office
pending avoid file.)

File # Qin 20251

Ludlow Ky.
Aug. 26th 1919

Mr. W. D. Hines
AUG 29 1919
Washington D. C.

Dear Sir.
It has now been 3 Weeks since I wrote you concerning our increase: now Mr. Hines one ~~th~~ thing I want you to tell me is there any increase for the porters or not? please let me no soon as you can I am very interested about this matter & I will thank you for an early reply to this letter just tell me if we ever have been represented for an increase in your office? I hope you will consider this matter at once as it is very important & we have been very patient here to fore & now every thing looks hopeless for us every body has

gation a increase but as we are getting less than any class of men on the railroads any where so please let me hear from you at once so we will no what to do, I am yours for a medicated reply

Walter. A. Farmerly
5th Elm St.
Ludlow Ky.
C. N. O. & T. P. Ry.

5th Elm St. Ludlow Ky.
Aug 2nd 1919

DIVISION OF LABOR.

Mr. J. A. Franklin
Washington D.C.

AUG 4 1919

Dear Sir

In reply to yours of the 29th inst file # E. 38.-11.-a. I beg to say that we are doing service ~~as brakemen~~ & we have been doing this all the while. We flag blocks a head of trains & we carry switch keys & we do switching when out on the road if there be any to do & we assist in loading & unloading baggage & express & we assist in discharging & taking on passengers & we keep our trains clean & we also look out for orders where

#2

there is open telegraph stations when trains do not stop. We all so load up the equipments for the whole crew & we take care of same. now you can readly see just what we do. it is up to you Mr. Franklin to name the service that we perform & we only get the sum of $73.23 per per month & one half of us can not buy clothes such as we are supose to wear while on duty & of course our living cost us as much as the white man's living cost him. but we have to go in debt in order to live & provide for our familys so plean do something for us that

#3

We may continue to give good service & satisfaction in the future. as we have been off faithful in the past but unless something is done for us we will be compell to seek other employment where we can make a living so we will appreciate any little thing you can do for us &, I will thank you now in advance & for the entrest you have taken in replying to my letter I am yours obliged

Walter. A. Farmerly

Colored train Porter

Sept. 3, 1919

Q1N-20251

Subject - Salary and Wages
Free Transportation

Mr. Walker A. Farmerly,
54 Elm Street,
Ludlow, Ky.

Dear Sir:

This will acknowledge receipt of your letter of August 26th, which will be consolidated with previous correspondence on the same subject and given attention.

Yours very sincerely,

Chief.

WHW

E-38-11-A

September 6,1919

FILE

Mr. Walter A. Farmerly,
54 Elm St.,
Ludlow,Ky.

Dear Sir:

This will acknowledge receipt of your letter of August 2nd with reference to statement that train porters have not received any increases.

I attach hereto a copy of Supplement No.12 to General Order 27 inasmuch as I note that the porters you have in mind perform the service as brakemen.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employe of the railroad and failing a personal settlement, that the matter be handled through your organization if you are a member of an association of railroad employees. Should you not belong to an employees' organization then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order 27 ,copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

COPY

Form G-77

Yours truly,

J.A. FRANKLIN

2—8675

7-AR

19943

CB

DIVISION OF LABOR

E-88-11

DEPT. OF THE INTERIOR
FORWARDED
JUL 22 1918
To.....
SECY'S OFF.-MAILS & FILES.

Director General

Louisville, Ky.
July 5, 1918.

JUL 23 1918

Hon. Franklin K. Lane, Secretary of the Interior,
Washington, D.C.,

Hon. C.C. McChord, Interstate Commerce Commission,
Washington, D.C.,

Hon. J. Harry Covington, Chief Justice Supreme Court, District of Columbia,
Washington, D.C.,

Hon. William R. Wilcox, Former Chairman National Republican Committee,
New York, N.Y.,

Gentlemen:

You were recently appointed by the Hon. W.G. McAdoo, Director General of the Railroads, to investigate the wages and working conditions of the various Railroad Employees throughout the country, and to make recommendations according to your findings. And among the several recommendations submitted, we find one reading thus, Colored Trainmen shall be paid on an equal basis with other Trainmen who do the same work and perform the same duties, therefore, we the Colored Trainmen in freight service on the Illinois Central R.R. want to ask you to accept our most sincere and profoundest thanks for what you have done for us in this connection.

For years and years we have been treated unfair and unjust by the Railroads employing us, but your recommendations have brought Justice and fair dealing to us, at least for the period that our Government shall control the Railroads, and we assure you that we highly appreciate your efforts to do Justice to all concerned irrespective of race, creed or color.

Again thanking you with all our heart for the kindly interest which you have manifested in our behalf, and assuring you of our increased loyalty and true gratitude, and with our very best wishes for your success and prosperity, I have the honor to remain,

Yours very truly,

Thomas D. Redd.
826 S. 12th Street.

TDR/C.

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

JUL 23 1918

July 24, 1918

Mr. Thomas D. Redd,
826 - South 12th Street,
Louisville, Kentucky.

Dear Sir:

Your letter of July 5th addressed to four members of the Railroad Wage Commission expressing gratification at the recommendation of that Commission, in connection with the rates for Colored Trainmen, has been referred to this Division.

Inasmuch as the Railroad Wage Commission is not now in existence, on behalf of the Director General of Railroads, and other officers in the Railroad Administration, I wish to thank you for the expressions contained in your letter.

Yours very truly,

46.

E-38-11

July 26,1918.

My dear Congressman:

I am returning herewith letter from E. T. Barbour, received with your letter of July 10th, in regard to train porters.

For your information will state that the question brought up by Mr. Barbour has been brought up for consideration by the Board of Railroad Wages and Working Conditions, but as yet no definite conclusion has been reached. When some determination is reached, publicity will be given to same, when all concerned will know their status.

Yours very truly,

-1

Hon. Scott Ferris,
House of Representatives,
Washington, D.C.

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

101004

JUN 27 1919

Louisville, Ky.
June 18, 1919

DIVISION OF LABOR.

Hon. Walker D. Hines,
Director General of Railroads,
Washington, D.C.

Dear Sir:

As Local Representative of the Colored Association of Railway Employees, I want to ask you to accept our most sincere and profoundest thanks for your having issued Supplement No. 20 to General Order No. 27. The manly stand which you have taken for right and justice in a crisis like this is more than note worthy, and to say that we are truly grateful or that we highly appreciate what you have done for us in this connection, would be putting it very mild indeed, because we cannot find words sufficient to express to you our real gratitude.

JUN 27 1919

So with best wishes for your health, success and prosperity, I have the honor to remain.

Your Obedient Servant,

Thomas D. Redd.
826 S. 12th Street.

E-38-11-a

107874

DIVISION OF LABOR

Louisville, Ky.
July 29th 1919.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

AUG 7 1919

Hon. Walker D. Hines, Director,
General of Railroads,
Washington, D.C.,

Dear Sir:

As Local Representative of the Colored Association of Railway Employees, I want to call your attention to the attached Bulletin Order No. 55, which has been issued in direct violation of Article No. 6 of General Order No. 27, and section No. 3, of Supplement No. 12, to General Order No. 27, and Article No. 1, of Supplement No. 16, to General Order No. 27.

On the Illinois Central R.R., Colored men have been assigned to the front end of all passenger trains for the past twenty five years, and they have been regularly required to perform all the duties of a Brakeman in addition to those of a Train Porter.

When the U.S. Government took over the Railroads, it immediately ordered an investigation of wages and working conditions of the employees found on the railroads and it found the Train Porters had been treated very unfair, and therefore gave instructions to reclassify these men and pay them as Brakemen, and it further instructed that the duties of that class of Train Employees formerly known as Train Porters, should not be curtailed, but the attached Bulletin Order No. 55 of June 30th, 1919 will show you that their duties have been curtailed on the Kentucky Division of the Illinois Central R.R. by Mr. T.E. Hill, Superintendent of said Division, and the pay of these men have been cut from a living wage of $120.00 per month to the pitiful sum of $63.00 per month, which amount is insufficient to support themselves and family under the present high cost of living. These men have liberally subscribed for both Liberty and Victory Loan Bonds of the United States; but under the present conditions, which have been forced upon us, we will be compelled to cancel our subscriptions for bonds by reason of having no means with which to complete payments thereon.
Therefore, we are going to appeal to you to investigate this matter and see to it that Supplement No. 12 to General Order No. 27, is carried out to the letter just as the former Director General of Railroads intended that it should be.

Thanking you in advance for a careful consideration of this matter and awaiting your reply. I have the honor to remain.

Your Obedient Servant.

Thomas D. Redd
826 S. 12th Street.

ILLINOIS CENTRAL RAILROAD COMPANY

THE YAZOO & MISSISSIPPI VALLEY COMPANY

OFFICE OF THE SUPERINTENDENT.

Louisville, Ky., June 30th 1919.

Bulletin Order No. 55

To All Concerned.

Effective July 1st 1919.

Train Porters will be relieved of duties prescribed for Brakemen.

They will perform duties as prescribed for Train Porters and such additional duties as may be assigned them by Conductors or Enginemen in case of emergency. Whenever possible, the Train Baggageman will perform the duties of Brakeman heretofore performed by the Train Porter.

Signed T.F. Hill,

Superintendent.

107874

August 7, 1919.

Dear Sir:

Permit me in behalf of the Director General to acknowledge your letter of July 29th, regarding the wages and duties of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Thomas D. Redd,
826 S. 12th St.,
Louisville, Ky.

y/mw

E-38-11-A

September 6,1919.

Mr. Thomas D. Redd,
826 S. 12th St.,
Louisville, Ky.

Dear Sir:

This will acknowledge receipt of your letter of August 29th addressed to the Director General and referred to this Division for reply protesting against the fact that certain work performed by porters has been taken from them thereby depriving them of the benefits of Supplement No.12.

This is a matter that will have to be left to the discretion of the operating officers of the road as they are best able to determine whether these duties should be performed by porters or by trainmen employed as such and I can offer you no relief.

However, during such time as porters have performed trainmen's duties they should be entitled to trainmen's pay and if you have in mind any case where this has not been allowed I would suggest that you advise me the names of the individuals, the runs they have been assigned to, what portion of the trainmen's service they rendered and the names of the persons who instructed them to perform such service.

Yours truly,

J. A. FRANKLIN

Form G-77

3—8675

7-AR

FILE COPY

E-38114

129247
eB

RRadm

THE WHITE HOUSE
DEC 17 1919
RECEIVED

Louisville, Ky., Oct. 29, 1919.

DIVISION OF LABOR.
DEC 18 1919
DEC 18 1919

Hon. Woodrow Wilson, President of the United States,
White House,
Washington, D. C.

Hon. Walker D. Hines, Director General of Railroads,
Washington, D. C.

Gentlemen:

As Local Representative of the Colored Association of Railway Employees, I want to call your attention to the fact that when our Government took control of the Steam Railroads of the Country, it immediately appointed a commission of railroad wages and working conditions, this commission consisting of the Hon. Franklin K. Lane, Secretary of the Interior, Washington D. C.; the Hon. J. Harry Covington, Chief Justice Supreme Court District of Columbia, Washington, D. D., the Hon. C. C. McChord, of the Interstate Commerce Commission, Washington, D. C., and the Hon. William R. Wilcox, former Chairman of the National Republican Convention, New York City, N. Y., who were to investigate the wages and working conditions of the various employees found upon the railroads and make recommendations to the Director General of the railroads.

file

This commission found by investigation that the class of Passenger Train Employees formerly known as Train Porters had been the most unfairly treated and the most underpaid class of men in train service, consistent with duties performed and services rendered. Therefore, this honorable commission recommended to the Director General of railroads Article 6 of General Order No. 27, reading thus:
"Effective June 1st, 1919.--Colored men employed as firemen, trainmen and switchmen shall be paid the same rates of wages as are paid white men in the same capacities. Back pay for period January 1, 1918, to May 31, 1918, will be based only upon the increases provided in Article 2 of this order for such positions. Back payments will not apply to the further increased rate made effective by this Article."

When this order was issued to the managements of the various railroads throughout the southern territory, the majority of these managements failed to allow this order to include the Colored men employed as front Brakemen on passenger trains because of the fact that these men had formerly been classed or styled Train Porters, but regularly required to perform all the essential duties of Brakemen or Flagmen. The question of this failure on the part of certain railroad managements to comply with the provisions of Article 6 of General Order No. 27 was called to the attention of the Hon. W. G. McAdoo, then Director General of railroads who after a thorough investigation of the whole matter, signed and issued Supplement No. 12 to General Order No. 27, reading thus:
"To carry out the intent of Article 6 of General Order No. 27, and retroactive to June 1, 1918, it is ordered:

2

(1) Employees in a passenger train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly (a) inspect cars and test signal and brake apparatus for the safety of train movement. (b) Use hand and lamp signals for the protection and movement of trains. (c) Open and close switches. (b) Couple and uncouple cars and engines and the hose and chain attachments thereof. (e) Compare watches when required by rule.

(2) Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, for the same positions on the minimum paid contiguous road.

(3)This order shall not curtail the duties of employees heretofore classed as "train porters"

(4) This order shall not infringe upon the seniority rights of white trainmen. Signed. W.G.McAdoo, Director General of Railroads. The Hon. Walter D. Hines, Director General of Railroads, on the 10th day of April 1919 signed and issued Supplement No. 16 to General Order No. 27 which was made effective as of January 1st 1919 and fixed the rate of pay for employees in train service.

Most all of the Railroads within the Southern territory have not only failed to comply with these Supplements Nos. 12 and 16 to General Order No. 27 in so far as they relate to that class of passenger train employees heretofore known as Train Porters, but they have ignored section 3 of Supplement No. 12 to General Order No. 27. Which says the duties of Train Porters are not to be curtailed by reason of this Supplement order No. 12, but the attached Bulletin Order No. 55 will show you that the duties of these colored men have been curtailed, but where a white man are employed as front brakemen on passenger trains their duties have not been curtailed and their wages have not been cut to the pitiful sum of $63.00 per. month and it is not very likely that such unfair treatment will be accored them.

Colored men were duly qualified and fully competent to serve the various railroads as front brakemen on passenger trains for a period of twenty five years prior to the world war also during the progress of this great war these colored men were found capable of faithfully performing all of the duties incident to their positions as front brakemen on passenger trains, and now that the great war is over there can be no real good and just reasons assigned for depriving these men of their former positions and the benefits of Supplement No. 12 to General Order No. 27 and this change of working conditions can only be attributed to the extreme race prejudice on the part of some operating officers and a certain element of train employees.

The Hon. W.G.McAdoo, knowing that the operating officers of the railroads, as a rule were not very ardent christians and as a natural consequence they would in the absence of restraint go back to the teachings of the old school wherein they were learned to mistreat and underpay the colored trainmen upon every available opportunity, therefore he inserted the very language of section 3 of Supplement No. 12 to General Order No. 27 to cover just such cases as herein complained of.

of Supplement No. 12 to General Order No. 27, we cover just such cases as herein complained of.

We were called upon by the United States Government to buy Liberty and Victory Loan Bonds and War Saving Stamps to assist it in its fight for Democracy, we were further called upon to go to war and to give our sons in war to the intent that this Government might be retained unto the American people forever. These calls were made upon us without respect to race, creed or color, just the same as other American citizens, and all of these calls upon us met a cheerful response. Now in consideration of these undenyable facts we are going to ask the Government to see that we are treated fair, just and right by the railroads now under Government control, have the managements of these roads to live up to Supplement No. 12 to General Order No. 27, have them to pay us back pay to which we are justly entitled from June 1, 1918, as intended by the Hon.Mr. McAdoo, former Director General of Railroads. Also have the managements of these roads live up to Supplement No. 16 to General Order No. 27, have them to pay us our back pay from January 1, 1919, to which we are justly entitled under this Supplement order and to which the Hon. Mr. Hines, present Director General of Railroads intended that we should receive.

We regret very much that it is or seems to be necessary for us to approach you with a matter of this kind, but owing to the weakness and inability of your Division of Labor to cope with the situation in hand,which weakness and inability is fully manifested in the reply of Mr. J. A. Franklin to a former communication covering this question and addressed to the Hon. Walker D. Hines, Director General of Railroads, a copy of both of which are hereunto attached, we can therefore find no other means of redress. You will notice that Mr. Franklin says the matter of ignoring the orders and mandates of the Government in this particular case must be left entirely to the discretion of the operating officers of the road, but we believe the operating officers of the railroads should be taught to respect and obey the orders and mandates of the Government just the same as any other class of citizens.

It has always been the policy of the United States Government to treat all of its citizens and employees fair, just and right irrespective to race, creed or color, and we believe it is and will be your aim and purpose to uphold and perpetuate this time honored policy of your Government, therefore, we shall not go on further to recite grievances real or imaginary, but it is sufficient that our faith in your sense of justice and fair dealing will award this petition all the consideration to which it is justly entitled and in the end our request for a proper adjustment thereof will be both prompt and cordial. Although the period of Government control is now very brief, we shall expect fair treatment while such control does continue.

Thanking you in advance for a thorough consideration of this matter and awaiting your reply, I have the honor to remain,

Yours very truly,

Thomas D. Redd.

826 S. 12th Street.

Louisville, Ky., July 29, 1919.

Hon. Walker D. Hines,
Director General of Railroads,
Washington, D. C.

Dear Sir:

As Local Representative of the Colored Association of Railway Employees, I want to call your attention to the attached Bulletin Order No. 55 which has been issued in direct violation of Article No. 6 of General Order No. 27, and section No. 3, of Supplement No. 12, to General Order No, 27, and Article No. 1, of Supplement No. 16 to General Order No. 27.

On the Illinois Central R. R., Colored men have been assigned to the front end of all passenger trains for the past twenty-five years, and they have been regularly required to perform all the duties of a Brakeman in addition to those of a Train Porter. When the U. S. Government took over the Railroads it immediately ordered an investigation of wages and working conditions of the employees found on the railroads and it found the Train Porters had been treated very unfair and therefore gave instructions to reclassify these men and pay them as Brakemen, and it further instructed that the duties of that class of Train Employees formerly known as Train Porters, should not be curtailed, but the attached Bulletin Order No.55 of June 30, 1919 will show you that their duties have been curtailed on the Kentucky Division of the Illinois Central R. R., by Mr. T. E. Hill, Superintendent of said Division, and the pay of these men has been cut from a living wage of $120.00 per month to the pitiful sum of $63.00 per month which amount is insufficient to support themselves and family under the present high cost of living. These men have liberally subscribed for both Liberty and Victory Loan Bonds of the United States; but under the present conditions which have been forced upon us we will be compelled to cancel our subscriptions for bonds by reason of having no means with which to complete payments thereon.

Therefore we are going to appeal to you to investigate this matter and see to it that Supplement No. 12 to General Order No, 27 is carried out to the letter just as the former Director General of Railroads intended that it should be.

Thanking you in advance for a careful consideration of this matter and awaiting you reply, I have the honor to remain,

Your obedient servant,

Thomas D. Redd.
826 S. 12th Street.

UNITED STATES RAILROAD ADMINISTRATION.
Director General of Railroads
Washington

Division of Labor
W. S. Carter, Director

J. A. Franklin
G. W. W. Hanger
H. P. Daugherty
Assistant Directors

In your reply refer to File
E-38-11-A

September 6, 1919.

Duplicate copy original reserved.

Mr. Thomas D. Redd,
826 S. 12th St.,
Louisville, Ky.

Dear Sir:

This will acknowledge receipt of your letter of August 29th addressed to the Director General and referred to this Division for reply protesting against the fact that certain work performed by porters has been taken from them thereby depriving them of the benefits of Supplement No. 12.

This is a matter that will have to be left to the discretion of the operating officers of the road as they are best able to determine whether these duties should be performed by porters or by trainmen employed as such and I can offer you no relief.

However, during such time as porters have performed trainmen's duties they should be entitled to trainmen's pay and if you have in mind any case where this has not been allowed I would suggest that you advise me the names of the individuals, the runs they have been assigned to, what portion of the trainmen's service they rendered and the names of the persons who instructed them to perform such service.

Yours truly,

Signed J. A. Franklin

7-AR

ILLINOIS CENTRAL RAILROAD COMPANY

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY

OFFICE OF THE SUPERINTENDENT.

Louisville, Ky., June 30th 1919.

Bulletin Order No. 55.

To all concerned.

Effective July 1st 1919.

Train Porters will be relieved of duties prescribed for Brakemen. They will perform duties as prescribed for Train Porters and such additional duties as may be assigned them by Conductors or Enginemen in case of emergency. Whenever possible, the Train Baggageman will perform the duties of Brakeman heretofore performed by the Train Porter.

Signed, T. E. Hill,

Superintendent.

Macon Ga 8/28/19 112583

DIVISION OF LABOR

Broadway St 1144

{-38-11-a

F. J. BUTLER
1144 BROADWAY
MACON

Mr. W. D. Haines Dear Sir
You have for Gaten Wood
Colord Porter, or, Brakeman
on the G.S.&F. R.R. We
are still laboring hard in
good faith for $68.00 Per
Mont Yours truly

SEP

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

F. J. BUTLER
1144 BROADWAY
MACON GA.

SEP 2 1919

~~B-38-1194~~
September 8, 1919.

FILE

Mr. F. J. Butler,
1144 Broadway,
Macon, Ga.

Dear Sir:

This will acknowledge receipt of your letter of August 28th, to the Director General, which has been referred to this Division, with reference to the rate of pay colored porters are receiving. I note you say something about performing services of a brakeman, therefore, I attach hereto copy of Supplement No. 12 to General Order No. 27.

If you feel there are any injustices in or misapplications of the wage order arising, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, failing in this, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

COPY

Yours very truly,

J. A. FRANKLIN

Form G-77

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7-FD
Encl.

E-26-11-A 86375 2

Office of Director General of Railroads

APR 7 1919

DIVISION OF LABOR.

Atlanta, Georgia.,
March 21, 1919.

Hon. W.D. Hines, Director General,
United States Rail Road Administration,
Washington, D.C.

APR 7 1919

Dear Sir : -

We the undersigned employees on the Southern R.R. lines, runnung out of Atlanta, Ga., are classed as domestic porters and paid accordingly. We are required to perform duties such as opening and closing switches, use hand lamps for the protection and movements of trains. Couple and uncouple carsand engines and the hose and chain attachments thereof. Compare watches when required by rule.

Under supplement number twelve to general order no.27, of December 2, 1918 we feel we should be classed as passenger brakemen and paid accordingly, which we are not.

We contend that we come under the following sections of that supplement, (B) Use hand and lamp signals for the protection and movement of trains. (C) Open and close switches. (D) Couple and uncouple cars and engines and the hose and chain attachments thereof. (E) Compare watches when required by rule.

We most respectfully ask that you give us a ruling on this matter and instruct the officials on this line of your ruling, so that if it is as we believe it to be, we will get the increase and back time as mentioned in Supplement no.12 to general order no.27.

We have bought liberty and baby bonds out of propotion to our present salaries, thinking we could take care of these payments out of the increase of pay we thought we would get. We felt it our duty to assist the government that was assisting us and feel that all that is necessary to be done for us will be done by you and the Rail Road Administration.

Thanking you in advance for whatever consideration you can give us, we are most respectfully,

Chas. H. Smith
94 Rockwell St. Atlanta, Ga.
Charley Campbell
Charlie Adair
Charlie Gibbs
R. Cochran
William Spubler
G. T. Larson

---------Signatures Continued----------

Walter Smith.
Josh Bell
Robert Grimes
Andrew Neff
Jim Clinton
Grampa Pittman
Anthony Jackson
Mack Hendrickson
James Ross
Tony Latimer
Alex Simon
Green Colbert
Will Hopkins
Alex Hodo

86375

April 7, 1919.

Dear Sir:

This will acknowledge receipt of letter, dated March 21st, signed by yourself and other employes of the Southern Railroad, running out of Atlanta, Ga., relative to adjustment of wages.

This letter has been referred to Mr. W.S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Chas. H. Smith,
94 Rockwell St.,
Atlanta, Ga.

Y. R.

April 8,1919.

E-38-11

Mr. Charles H. Smith,
94 Rockwell St.,
Macon, Ga.

Dear Sir:

This will acknowledge receipt of your letter of March 21st addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to the positions you and your associates hold on the Southern RR, being classed as domestic porters.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J.A. FRANKLIN

7-AR

E-38-11a

DIVISION OF LABOR

Atlanta, Ga.,
June 4, 1919.

Mr. J.A.Franklin, Division of Labor,

Washington, D.C.

Dear Sir : -

JUN 6 1919

We are in receipt of your letter of April 8, referring to our letter to you of March 21, requesting us to take up the matter of wage adjustment with our superior officers.

We wish to say to you we have pursued the course as outlined to us in your letter and will report the outcome to you in due course of time.

Newspaper reports of April 11 stating that we were classed as passenger brakemen caused us to feel that we would get the pay of passenger brakemen and back pay but as yet we have not received the increase we expected and are therefore following your instructions to us. This expectation of receiving the increase caused us to delay in answering your letter and also in following your instructions earlier.

We wish to thank you for all favors in connection with the matter in hand.

Yours very respectfully,

C. H. Smith

94 Rockwell St.,
Atlanta, Ga.

E-38-11-a

DIVISION OF LABOR.

Atlanta, Ga.,
June 26, 1919.

Mr. W.S.Carter, Director of
Division of Labor,
Mr.J.A.Franklin, Assistant,
Washington, D.C.

JUL 30 1919

Dear Sirs : -

The employees on the Southern R.R.lines, running out of Atlanta, Ga. wrote Mr. W.D.Hines, Director General, a letter on March 21, 1919, concerning the failure of the Southern R.R.lines to increase salaries of their porters performing passenger brakemen's duties, according to supplement twelve to general order number twenty seven.

In that letter to the Director General, we called his attention to the fact, we, though porters on the Southern lines, performed duties of passenger brakemen as outlined in supplement twelve to general order no. 27 marked in that supplement (B)- (C)- (D) and (E) . Porters performing duties such as outlined under that supplement were ordered in general order 27, to be classed as passenger brakemen and paid the increase and back time .

Mr. Franklin replied to our letter to Mr. Hines, instructing us how to handle the matter and enclosed supplement number six.

A copy of Mr. Franklin's letter to us is hereto attached and marked exhibit'A'.

Our letter to our superior officerswas sent as directed by Mr.Franklin, being delivered to Mr. C.E.Irvin, Div. Supt., in person. Mr. C.E.Irvin stated to us that he could only turn the letter over to Mr. Stanfield, the Gen.Supt., he (Mr.Irvin) being unable to handle the matter himself.

A copy of our letter to Mr. C.E.Irvin is hereto attached and marked exhibit ''B''.

Up to the present time,(June 26,1919) Mr. Stanfield, Gen.Supt. of the Southern lines has not replied to our letter, though three weeks have passed since the matter was referred to him for adjustment.

We Know the A.W.P. Road and the A.B.& A., and the Ga, Road are paying the increase salaries and the Cen.of Ga. R.R. also. These roads have also paid the back time as ordered in supplement twelve to general order twenty seven. This, the Southern R.R.has failed to do hence our request of your board for an adjustment of the matter.

Since Mr. Stanfield, Gen.Supt. of the Southern lines has failed up to the present time to join us in a statement of facts, setting out the roads refusal to grant this increase as ordered by General order twenty seven, we are therefore forced by the necessity of the occasion arising under these conditions, to ask that your board take ex parte action in adjusting this matter.

We will thank you if you will kindly let us know why the Southern Rail Road discriminates against us contrary to general order no.27, when the A.& W.P., the A.B.& A., the Cen.of Ga. and the Ga.Rail roads have complied with that order. (See Supplement no.12, Gen.order no.27)

Thanking you in advance for the favor of a reply,
We are yours very respectfully, C.H.Smith
and associates as shown in our letter
of March 21, 1919.

C H Smith
94 Rockwell St.

Washington.

April 8, 1919.
E-38-II

Mr. Chas. H. Smith,
94 Rockwell Street,
Atlanta, Ga.

(EXHIBIT A)

Dear Sir : -

This will acknowledge receipt of your letter of Mar. 21, addressed to the Director General and referred to this division for reply with reference to the application of Supplement # 12 to the position you and your associates hold on the Southern R.R., being classed as domestic porters.

Should however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the rail road and failing a paersonal settlement, that the matter be handled through your organization, if you belong to an association of rail road employees.

Should you not belong to an employees organization, then I would suggest that a joint statement of facts be prepared in accordance with the provision of supplement no.6 to General order no.27, copy attached, such statement to be signed by employees and their representatives, as well as by the rail road officials, and forwarded to this office. Upon receipt of such statement in this office the matter will have prompt attention and an adjustment effected.

Yours truly,

J.A.Franklin.

7- AR.

(EXHIBIT B)

Atlanta, Ga.,
June 4, 1919.

Mr. C.E.Irvin, Division Supt.,

Atlanta, Ga.

Dear sir : -

Enclosed you will find a letter from Mr. J.A.Franklin, Division of Labor, with supplement no.6, to General order no.27, attached.

We the undersigned employees on the Southern Railway lines, running out of Atlanta, Ga. according to supplement no.12 to General order no. 27 are classed as passenger brakemen but are not paid passenger brakemen's salaries.

We mention to you three other roads that are paying passenger brakemen's salaries to their employees holding the same positions, namely : The A.B.& A.R.R?, the A.& W.P.R.R. and the Ga.R.R. They have been paid all back time according to supplement no.12 to General order no.27.

We contend we should be paid passenger brakemen's salaries and all back time, according to supplement no.12 to General order no.27, but as yet we have not received the increase nor the back time.

We will thank you very much if you will handle this matter according to our contentions as outlined above, and in accordance with the letter of Mr. Franklin requiring us to make a joint statement of facts, provided we cannot adjust the matter here, agreeably to all parties.

Very respectfully,

C. H. Smith

94 Rockwell St.

July 3, 1919.

E-38-11-A

FILE COPY

Mr. C. H. Smith,
94 Rockwell Street,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of June 26th with reference to the application of Supplement No. 12 by the Southern Railroad to employes classed as porters rendering brakemen's services.

This is not the first complaint we have had and we are giving the matter special attention with a hope of securing a definite understanding as to what the different roads expect to do with regard to the application of this Supplement. The matter is now up with the Director General and just as soon as we have anything definite to say you will be advised.

Yours truly,

J. A. Franklin

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Form G-77.

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105572

JUL 25 1919

DIVISION OF LABOR

OFFICE OF DIRECTOR GENERAL OF RAILROADS

Atlanta, Ga., July 21, 1919.

Mr. W.D.Hines, Director General,
Washington, D.C.

JUL 25 1919

Dear Sir :

On March 21, 1919, we the employees on the So,R.R. Lines running out of Atlanta, Ga. wrote you in regard to the failure of the So.R.R. to comply with supplement #12 to General Order #27, requiring the roads to designate, porters, as passenger brakemen, when they were required to perform certain duties outlined in that supplement, and to be paid accordingly.

Our communication was referred by your assistant, Mr. Brice Claggett, to Mr. W.S.Carter, Division of Labor, and Mr. Carter's assistant , Mr. J.A.Franklin, wrote us the steps to take and enclosed supplement #6 as a guide in the matter. Mr. Franklin's letter with supplement #6 attached instructing us how to handle this matter was complied with.

We presented our side of the matter to the R.R.officials and requested a statement of facts from them as required in supplement #6 but up to the present time no statement of the R.R.officials has been received by us in order that we might present to the Division of Labor a joint statement of facts as requested by Mr. Franklin. We have written Mr. Carter, enclosing all correspondence bearing on the matter, explaining to him our inability to secure a joint statement of facts, because the R.R.officials will not give any kind of statement and have asked Mr. Carter to take action on the ex parte information furnished by us.

Seven months have passed since supplement #12 was issued and yet the So.R.R.has not put this supplement into operation. We are helpless in this matter of enforcement of that supplement and now again turn to you for relief and humbly request your personal attention to the enforcement of this order,and ask that you please give us your rulingand personal notice of your finding in the matter.

Again we wish to thank you for your assistance and beg to remain yours very respectfully, Associated employees of the So.R.R.,

By C.H. Smith
194 Rockwell St.

105572

July 25, 1919.

Dear Sir:

This will acknowledge receipt of your letter of July 22nd to the Director General, regarding the alleged failure of the Southern Railroad to comply with Supplement No. 12 to General Order No. 27.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. C.H.Smith,
94 Rockwell St.,
Atlanta, Ga.

y/rw

July 30, 1919.

E-38-11-A

FILE

Mr. C. H. Smith,
94 Rockwell St.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of July 12th, with reference to duties and rates of pay of train porters.

I attach hereto a copy of Supplement No. 12 to General Order No. 27, which states:

"Employees in a passenger train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly" (See Supplement Attached)

COPY

Should, however, any injustice in or misapplication of the wage order arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association, of railroad employees. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Form G-77

2—8675

Very truly yours,

J. A. Franklin

7-AGH.

E 38-11-A 919

Aug 1

Joseph Hamlet
Mashe
N C

DIVISION OF LABOR
AUG 6 1919

to Mr Walker D Hines
Director General Rail Road
We is Colored Brakemen
Dont Stand for any thing
But Brakemen and we
wants to Know Can the
flagman Be promoted
Conductor he is out of
why should go back to
flagging and Conductor
this extra Conductor and
being out of Com he Held
to Position Still Holding
Conductor Holding Brakeman
Seniority we wants to
know that law if is

107528

OFFICE OF INSPECTOR GENERAL OF RAILROADS
AUG 5 1918

Head Quarter Raleigh
Head Quarter has under
al instruction Fascism
Now we Jew is we gut
to Have what they gut
we want they gut here what
we have if we sent in two
order if any change gut
have any change be made
let us know at once
Jew make harder here
for 12 years think where
be treated hard looking
around at wife one cut
to Hamlet to Jew make

that advise or intadice
they have truely un-
mighty had in thinks
if that law we is satisfied
it is rule by the law
we will satisfied we
have been giving satisfied
on all there train excepting
one year ago we felt under
obigation to appeal to for
help we brakeman
has organized our self
in mannalon Brother
Hood worker of America this
Hamlet us Brakeman
Has Rose this Hamlet

107528

August 6, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of the 1st. inst. in reference to your seniority as brakeman.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Joseph Masko,
P. O. Box 97,
Marshville, N. C.

Y*W

August 26, 1919.

E-38-11-a

FILE

Mr. Joseph Maske,
P. O. Box 97,
Marshville, N. C.

Dear Sir:

This will acknowledge receipt of your letter of the 1st instant to the Director General and referred to this Division for reply.

I am unable to understand your letter. Please explain what you have in mind to a friend, who can write a good letter, and I shall then be in a better position to advise you.

Yours truly,

J. A. Franklin

J. A. Franklin

7-26

COPY

Form G-77

2—6576.

Marshville N. C.
Aug 31 1919

DIVISION OF LABOR
E-38-11th
117743

Mr J. H. Franklin Dear Sir
I wish to ask some enformation
Corcerning the work & laws of
the Fright trains, I wish to pay
just here, is it lawful for a
Conductor when he has been
pulled of a train as Conductor
to take up & hold the three 3
Positions as flagman, break-
man & Conductor, purposely to
Keep the Colord man from the
Job as breakman. Would like
to no if you will assis us in
geting the head in of all the
Fright train, I hope you will
thourly under stand these few
lines as the others was not very
Plain. hope you will help
us as much as possible.

Respt
Mr Joseph Maske.

M
OFFICE OF DIRECTOR GENERAL OF RAILROADS
SEP 3 1919
SEP 2 1919

Mr Joseph Maske
P.O. Box 97,
Marshville, N.C.

File E-38-11-A

Sept. 9, 1919.

FILE COPY

Mr. Joseph Maske,
P. O. Box 97,
Marshville, N. C.

Dear Sir:

This will acknowledge receipt of your letter of August 31st, in which you inquire as to whether a conductor who has been pulled off a train as conductor can take up and hold a position as brakeman, flagman or conductor. What do you mean by being pulled off a train? Do you mean a man who loses his position as conductor and then takes a position as brakeman. You can hardly mean this, inasmuch as you speak of flagman and conductor in the same breath. Was this done constantly on the part of the conductor and for how long. I don't understand what you are trying to get at. State the full case to me.

Yours truly,

J. A. FRANKLIN

F-FD

Form G-77

2—5075

112635

E-38-11-a

Macon, Ga., August 28, 1919.

Mr.W.D.Hines,

R.R.Administrator,

Washington, D.C.

SEP 5 1919

DIVISION OF LABOR

SEP 3 1919

Dear Sir:-

As the State Convention of the Colored Methodist Episcopal Church assembled in Holsey Temple Colored Methodist Church, Macon, Ga. are calling your attention to the fact of displacing of colored porters on Railroad trains in Georgia and putting white porters in their place.

We herein express our objections and, as a State body of more than four hundred representatives, are asking very earnestly that these colored porters be retained and those displaced restored. We have no objection to white porters on racial grounds and on the other hand we zealously urge that the railroad authority will take that high ground and follow the policy of effeciency and practicality. While we do not endorse appointment on the grounds of color, we feel that conditions in this section make it even more practical to have colored porters for many reasons. Some are:

Ist. The white porters on the Central Of Georgia Railroad and others, do not give satisfactory service and courtesy to colored passengers and especially women who stand in need of more help than men in the matter of stool service and other accommodations from time to time on the trains.

2nd. Some of them go further than common negligence but are positively insulting in many instances. (A) On the 23rd. of August on Central at Millen, Ga. it is reported that porter on train from Savannah not only refused putting off stool but scolded the passengers and hurried them up in boisterous tones to get off the trains. (B) It is reported

that the porter or porters on the Central Of Georgia between Columbus and Newman do not give the satisfactory service in such matters as mentioned in A.

3rd. The historic service rendered by colored porters is not only satisfactory to us but it gives inspiration to that class of people who have proclivities and adaptability for the work.

4th. It disturbs the general labor conditions and creates an uncalled for inequality in this phase of labor conditions in the South.

5th....It seems that the great Railroad system can ill afford to disturb the labor conditions to the disadvantage of a people who have the record of doing the drudgery in all matters pertaining ~~druggery~~ labor.

6th. In the face of such a situation, can you wonder at the Colored people becomming restive, unstable and unreliable in the hour when it calls for conservatism?

For these and many other reasons not mentioned we earnestly request that you do not institute a policy of displacing men solely on the ground of color.

Signed:

Bishop L. H. Holsey Pres.
Rev. J. A. Martin
235-Auburn ave.
Atlanta Ga
J. A. Martin Secretary
377-Monroe St
Macon Ga.

112535

September 4, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your communication of the 28th ultimo, protesting against colored train porters in Georgia being replaced by white porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

Bishop L.H. Halsey,
235 Auburn Ave.,
Atlanta, Ga.

(Signed) M. E. C.

c/rw

Index & 87

E-38-11-A

September 12,1919

Bishop L. H. Halsey,
235 Auburn Ave.,
Atlanta, Ga.

Dear Sir:

Referring to your letter of August 28th last addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor relative to the state convention of the colored Methodist Episcopal Church, calling attention to the fact that the colored porters on the railroad trains in Georgia are being displaced by white porters and expressing objections and requesting that the colored porters be retained and those displaced restored to service.

In this connection I wish to state that thepolicy of the Central Administration has been all the way through to accord colored employees the same consideration as the white employees and will continue to do so. However, this is a question of policy and one that properly belongs to the management of the individual railroad and the Central Administration has refrained from interfering in a matter of this character; that is, to designate who the roads shall employ. Therefore, we feel and suggest that if any action is taken it should be through the management of the individual railroad concerned.

Yours truly,

H. P. Daugherty

Assistant Director.

Form G-77.

11-AR

FILE COPY

114274

SEP 11 1919

DIVISION OF LABOR.

Columbus, Georgia, September 9th, 1919.

E-38-11-a

Honorable Walter G. Hines,

Director General, United States Railroad Administration,

Washington, D. C.

Sir:

I have been appointed a committee of one to address you on behalf of the colored porters and brakemen operating out of Columbus on the Central of Georgia Railway.

It is apparent that the colored porters and brakeman here are being discriminated against in favor of white men occupying similar positions. For instance, it doesn't seem to matter how long a colored man has held a particular position, or how much seniority he has, they are often trimmed by younger men in the service who are white, and there have been numerous instances of this here in the past several months. If necessary, the colored porters and brakemen are in position to furnish you specific instances.

We are taking the matter up with you in the hope that the matter will be investigated, and steps taken to correct the evil.

Thanking you in advance on behalf of the colored porters and brakemen operating out of this city, I am,

Respectfully,

P. Senior

1214, East Seventh Street,
Columbus, Georgia.

SEP 11 1919

TELEGRAM

E-38-1

DIRECTOR GENERAL OF RAILROADS

read 12:30 pm 6/3

Bd No 1

Received at Washington, D. C., _____, 1918

1-2SJ RY

Houston Texas June 2nd 1918 June 3 1918

W A Carter R 602

Board of Rail Wages and Working Conditions,

Washington

On Notm, STL BM and NI (New Orleans Tex & Mex, St Louis, Brownsville & Mex, New Iberia & Northern) and N the Gulf coast lines use colored Brakemen who have always been paid monthly rate of $64.00 with overtime, on B S L (Beaumont, Sour Lake & Western) and W, Not and M and N I & N Colored firemen are used to daily rate of $2.34 on Monthly Mileage basis and white firemen on STL B&M and O (Orange & Northwestern) & N W on Mileage Prorata white brakemen on O and NW are paid $75.00 per month with overtime upon an eight hour day basis in figuring out increase and establishing new rates what figures shall we use as basis

W W Choate, G C Lines.
Asst to Pres., New Orleans

958Am

June 14, 1918.

Mr. W. W. Choate, Assistant to President,
New Orleans, Texas and Mexico Railroad,
Houston, Texas.

Dear Sir:

Your telegram of June 2nd, addressed to the Board of Railroad Wages and Working Conditions, has been referred to this Division.

Whatever rate the white firemen, brakemen or switchmen will secure under General Order No. 27, will go to the colored firemen, brakemen or switchmen in exactly the same manner, with the following exceptions: (1) Back pay due colored firemen, brakemen or switchmen since January 1, 1918, will be only for the increase fixed by other portions of Order No. 27. (2) Additional increases only to the colored firemen, brakemen and switchmen in order to make their wage equal to white firemen, brakemen and switchmen, will be effective as of June 1st.

From the foregoing it will be noted that in estimating back pay due colored firemen, brakemen and switchmen, increases fixed by General Order No. 27, will be applied in exactly the same manner as if article VI had not been in the Order, and back payment will be made in exactly the same manner, but for all time beginning June 1st, colored firemen, brakemen and switchmen will be carried at the same rate as white men doing the same work on the same road.

Yours very truly,

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

10601
R.B.

JUN 11 1918

Council Bluffs, Iowa
June 9 1918

director general mc adoo.
washington D.C. Sir
writing you to day as a
colored rail road passenger
Brakman. in regards
to this wage increse dear
mr mc adoo we colored
rail road boys are interested
in the red cross. and
also Liberty Bonds
and we also have
relatives and friends
and also people of our
Race falling on the
Battle field and are
trying to help protect
this country and we dr

looking to Gov and no one but Gov to set a Square deal. and I'm Sure that Gov will Give it to us. and we would buy more Liberty Bonds if we were able. and we are always willing to do our part but from the wages we are Recieving we have not had a chance to Show what we would do and there is a Certain Class of men that are decriminating on these jobs and we cant see why. we tries to do whats Right

and we have to
support and also have
to pay just as much for
what we get as the white
man does we never makes
no trouble in the way of
using up the goods we
always take what they
gives us and thank them
for it and go ahead
now dear mr McAdoo
please see that we colored
brakemen get a square
deal in this case
for we boys are
with you. and we are
ready to support you in
any way that we can
and what do ever you well

do for us we will
appreciate it trusting
that you will take this
matter under reconsideration
Yours Truly

W. M. Beal ✓
1706 3rd St

E-38-11

June 15,1918.

Mr. W. M. Teal,
1706 Third Street,
Council Bluffs, Iowa.

Dear Sir:-

Your letter of the 9th addressed to the Director General has been referred to this Division for reply, and from same I feel sure you do not understand increased wages that have been given to all railroad employes, and especially to colored, firemen, brakemen and switchmen.

I am herewith enclosing copyof General Order No. 27 which shows increases granted to men in different classes of service, and I especially call your attention to Article VI, which shows that in addition to the increases that have gone to white men, based upon their wages in December 1915, the wages of colored men employed as firemen, brakemen and switchmen will now be advanced so there will be no distinction in their wages from white men doing the same class of work.

Yours truly,

W. S. CARTER

16

E 38-11

June 19,1918.

Mr. G. H. Sines, Chairman,
Board of Railway Wages & Working Conditions,
Washington, D. C.

Dear Sir:-

Mr. S. A. Pagett, General Chairman, Association of Colored Employes with Headquarters at Memphis, Tenn., was in my office today and explained that under the provisions of General Order No. 27 colored train porters received a very small increase in wages, and that he believed that greater consideration should be given to train porters.

In reply I advised him that any increase in wages in addition to that provided in General Order No. 27 would have to be recommended by your Board and that he should appear before your Board and present his case for its consideration. In reply he states he has been before your Board and that you believe that this was clearly an interpretation of General Order No. 27 and should be handled by the Division of Labor. From what Mr. Pagett tells me I am inclined to believe it is not an interpretation he desires, but an actual increase in wages for colored train porters, which he believes is clearly due them in addition to General Order No. 27. Mr. Pagett also makes complaint that these colored porters are doing all of the work on certain trains that is done by flagmen and trainmen on other trains, and yet, in fixing their compensation, there appears to have been no recognition of this class of work.

I have said to Mr. Pagett that if he desires to have this matter considered in fixing the proper compensation of these colored train porters, the matter should be taken up with the Board of Railroad Wages & Working Conditions, as it would certainly be an increase in addition to that fixed by Order No. 27.

Inasmuch as Mr. Pagett is waiting in the city for some definite conclusion of the matter, and as we have not reached a clear understanding as to jurisdiction, I wish you would take this matter up with your Board and give it immediate consideration and advise me by memo delivered by messenger if you believe your Board would have any jurisdiction, as I am sure it requires more than an interpretation of General Order No. 27 to reach this case.

16

Yours truly,

W. S. CARTER

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

G. H. SINES, CHAIRMAN
F. F. GAINES, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
A. O. WHARTON

J. A. EMMART, SECRETARY

718 EIGHTEENTH STREET, N. W.

June 21, 1918.

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

Replying to your letter of the 19th instant, regarding the question discussed with you by Mr. S. A. Pagett, General Chairman, association of colored employees, regarding the colored porters and the rate of pay under General Order No. 27 that should be applied to the said class of employees.

I note by an examination of the schedule for the Southern Railway System that a rate is provided therein for colored brakeman and also for colored porters.

As to whether that portion of General Order No. 27 which provides that effective June 1, 1918, the same rate of pay should be paid to the colored employees as is paid to the white employees is applicable to the porters, in my opinion, depends upon the question as to whether the two last general adjustments for the southern territory, made by the conductors and trainmen organizations,also appliedto the porters as well as to the colored brakemen, and if the porters were given the same proportionate increase as were the colored brakemen, and this increase was a portion of the two settlements, then to my mind the same rate of pay should now be paid to the porters as will be paid to the colored brakemen.

I suggest that when Mr. Pagett again calls on you that you have him come over and see me.

Very truly yours,

G. H. Sines.
Chairman.

ghs/p.

P.S. Pagett called this A.M. and will be given hearing as soon as possible. This question is one for the Board.
G.H.S.

E-38-11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

G. H. SINES, CHAIRMAN
F. F. GAINES, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
A. O. WHARTON

J. A. EMMART, SECRETARY

718 EIGHTEENTH STREET, N. W.

June 21, 1918

P-11

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration,
Washington, D.C.

Dear Sir:

Your letter of June 21, with enclosures, has been received and we will give the case of the colored train porters the consideration it merits.

Very truly yours,

J A Emmart

Secretary

DIVISION OF LABOR.

JUN 24 1918

June 22,1918.

Mr. G. H. Sines, Chairman,
Board of Railroad Wages & Working Conditions,
Washington, D. C.

Dear Sir:-

I have received your letter of the 21st with regard to request of S. A. Pagett, General Chairman, Association of colored employes, that when colored train porters perform service of railway brakemen that they be paid railway brakemen's wages.

This matter was discussed with Mr. Gray, and we both believe that this is a matter for the Wage Board to handle, as it is not affected in any way by the application of General Order No. 27.

My understanding of Mr. Pagett's request, after personal conversation with him is, that he holds that the railway companies should pay a train porter the same wages as a train brakeman when he is required to perform the services of a train brakeman. I understand that Mr. Pagett makes a distinction between a train porter who performs only porters duties and a train porter who is required to also perform a trainman's duties.

Yours truly,

W. S. CARTER

16

June 21,1918.

Mr. G. H. Sines, Chairman,
Board of Railroad Wages & Working Conditions,
718 - 18th St. N.W., Washington, D.C.

Dear Mr. Sines:

After discussing the matter with Mr. Gray, it appears to us that the request of Mr. Pagett properly comes within the jurisdiction of your Board.

If, after a hearing an investigation, your Board believes that these colored train porters are actually performing the service of passenger brakemen and are entitled to the same consideration as passenger brakemen, it would be proper for you to make recommendation to the Director General upon the matter.

Yours truly,

W. S. CARTER

16

June 21, 1918.

Mr. S. A. Padgett, Gen. Chairman,
Colored Association of Railway Employes,
At Washington, D. C.

Dear Sir:-

With regard to your communication addressed to the Board of Railroad Wages and Working Conditions, and with regard to conversation with you upon the subject, will say, that I have discussed this matter with others concerned in the Railroad Administration, and it is now my opinion, as in the beginning, that if certain colored train porters who are required to do the work of passenger brakemen desire a change in their status and desire to receive the same pay as passenger brakemen, General Order No. 27 does not accomplish this purpose.

By referring to Article VII of General Order No. 27 you will note that a Board of Railroad Wages and Working Conditions has been created to hear complaints, make investigations and recommend to the Director General disposition of matters affecting inequalities as to wages and working conditions whether as to individual employees or classes of employes, conditions arising from competition with employees in other industries, and rules and working conditions for the several classes of employees, either for the country as a whole or for different parts of the country.

In my opinion the Board of Railroad Wages and Working Conditions is the only authority to hear, investigate and recommend what should be donein regard to this matter, therefore, I advise you to take the question up direct with this Board through its Chairman, Mr. G. H. Sines.

I am herewith returning to you original communication addressed to the Board and book of rules of the Southern Railway Company which you left with me for my information. In order that the Board of Railroad Wages and Working Conditions may understand what I have told you, I am sending them a copy of this communication.

Yours truly,

16

W S CARTER

OFFICE OF DIRECTOR GENERAL RAILROADS
JUN 26 1918

1

14614
52

Columbus, Ga.,
June 24, 1918.

Hon. W. G. McAdoo,—
Director and General
United States Railroad Administration: Dear Sir:—

We colored brakemans of the Central of Georgia Railway Company want to explain this matter to you. We are not getting any justice in this raise at all. The way this Company is paying us it is not right. You promised us, this, that every man regardless to color that if he was performing the same duties of a white man he would get the same pay. But we are not getting it we are only getting half that a white

brakeman is getting and you
know that is not just and we
know that we have a just govern-
ment and know you are a just
man and we know we are just
as much servis to the railroad
and government as any white brake
man or flagman. This Company
pays a white brake man just
the same as a flagman and
we are worth the same but we
haven't been working for the
man with the right heart and
we haven't just known it but, we
couldn't help our selves but, now
we are working for a just and
honest government and we know
they will see that we are paid
right and treated right as long

as we are working for them and not driven off our jobs because we want the right thing. Now if the government call us colored brakemen in to service today and the white brakemen and flagmen would they pay the white brakemen and flagmen twice as much as they would the colored brakemen. No, it would pay us just the same and would be treated the same. And if any body tried to beat us out of it like the Central of Ga Railway is doing I believe they would be made to pay us at once and be handled about it besides. Now you said after June the first that every man doing the same class of work.

would be paid the same, now they have tried to fool us they are trying to make us think you just meant for us to get the same 39½ cents on what we made in 1915 and not the same pay per mile or day as you plainly said. We only make only $1.37 per hundred miles and with 39½ cents raise is not much better, and the white brakeman and flagman makes $2.75 per hundred mile and 39½ cents raise and thats what we colored brakemen looking for, but we were badly disappointed when we went to the time keeper and she told us what she had orders to pay us and nothing else. Now we will

send you their contract so you can see for you self. They tell us they haven't got any white brakesmen but they have had them in this year 1918. and would have them now if they could get them but a white brakeman won't stay with this company the head and is to tough for them and the colored man has stood by this Company every since it has been a railroad and that's the way they do him. just think, by the time we buy a meal or two out of $1.37 per hundred miles, and it cost us just as much as the white brakemans and he makes $2.75 per hundred with the same

increase Now this company is pay
ing the colored fireman the
same as the white fireman
and also the switchman but
trying to over rule the colored
brakeman but we believe you
will see to them not doing it
now here is the way they pay
us. Local freight white brake-
man $3.00 colored brakeman $1.63
Mixed train and through freight
white brakeman and flagman
$2.75 colored brakeman $1.37. And
all the white and colored train
men just like that through and
through and that's all they
intend to do is just give us 39½
cent on that $1.37 cent and not
pay the white and colored

brakemen and flagmen the same rates per day and mile. Now this company works about three or four hundred colored brakemen and we don't want to quit when we belive you will see to us getting our right pay. Even if this company didn't have any white brakemen we are entitled to a white brakeman's pay and if we are wrong let us know at once and if we are right see to us being paid at once. We will close from your

[redacted] Colored Brakemen
Central of Georgia Railway
Company Columbus Division
Columbus Georgia.

308
DIVISION OF LABOR.
OFFICE OF DIRECTOR GENERAL OF RAILROADS
JUN 27 1918
JUN 27 1918

Rock Island Ill
June 24 - 1918

Mr W. Cadoo.

Dear Sir. I humbly ask a favor of you, and truly hope that it may be granted. I would be thankfull if you would send me one of those schedules for train men. I am colord brakman in the Rock Island Passenger service on the Iowa division and we havent any schedule at all to work by. Also I certainly appreciate what you have done for us colord boys in train service. Your humble servant. H H Peters. hoping on (by Reply) 3236. 9 ave.

CENTRAL OF GEORGIA RAILWAY COMPANY

SCHEDULE OF WAGES

AND

RULES AND REGULATIONS

Governing

CONDUCTORS
TRAINMEN AND
YARDMEN

Effective

JANUARY 1, 1917

SCHEDULE OF WAGES
RULES AND REGULATIONS

GOVERNING

CONDUCTORS, TRAINMEN
AND YARDMEN

Effective January 1, 1917

Passenger Train Service

On runs of 155 miles, or over, per day:

	Cents Per Mile
Conductors	2.90
Baggagemasters	1.65
Flagmen and White Brakemen	1.60

On runs of less than 155 miles per day:

	Per Day
Conductors	$4.50
Baggagemasters	2.90
Flagmen and White Brakemen	2.70

Regularly assigned crews will be guaranteed the following monthly pay:

	Per Month
Conductors	$135.00
Baggagemasters	87.00
Flagmen and White Brakemen	81.00

Overtime Rates for Passenger Crews

	Cents Per Hour
Conductors	.63
Baggagemen	.36
Flagmen	.34

Reductions in crews or increase in mileage in passenger service from assignments as of December 1, 1909, will not be made for the purpose of offsetting these increases in wages.

1. (a) The monthly guarantee to regularly assigned passenger trainmen applies to specified branch runs.

(b) The guarantee is to be paid exclusive of overtime; and also exclusive of extra trips, except extra passenger trips made from the regular lay-over point of the man making such trip.

2. Except where otherwise stipulated herein, the daily minimum rates for passenger service apply to all runs of less than 155 miles a day; the monthly guarantee applies only when the sum of the daily rates in any given month does not exceed the monthly guarantee.

3. On runs where the train baggagemen were joint employes of the railroads and the express companies and carried on the rolls of the express companies on December 1, 1909, such prac-

Overtime Rates for Passenger Crews

tice may be continued; on runs where exclusive baggagemen were employed on December 1, 1909, such exclusive service is not to be changed to a joint service; but on any runs established after that date, such joint service may be established, if the joint employe be carried on the rolls of the railroad companies and receive not less than the rates fixed for the baggagemen.

4. Passenger trainmen in service December 1, 1909, will not be taken off unless service is discontinued, or trains consolidated.

5. Passenger train crews will receive at least a minimum day's pay for each run which exceeds 135 miles in one direction, time to be continuous from time required to report for duty until released at end of run. On straightaway passenger runs of 135 miles or less, doubled within a calendar day, and on turn-around runs, no single leg of which exceeds 135 miles, trainmen will be paid at passenger mileage rates for the aggregated miles run each day, time to be continuous from time first required to report for duty until final release for the day; except that when trainmen are released on such runs three hours or more,

continuous time will be allowed only for the service performed before and after such release; computed on the basis of miles or hours paid for in each case; provided that in no case shall less than a minimum day at passenger rates, together with overtime, if any made, be allowed for service performed on any calendar day. This paragraph does not apply to short turn-around service defined in Article 14.

6. Passenger crews will be assigned to regular runs.

The following rates will be paid:

Through Freight and Mixed Service

	Cents Per Mile
Conductors	4.10
Flagmen and White Brakemen	2.75

Runs of 100 miles or less either straight-away or turn-around, will be paid as 100 miles.

Overtime pro rata to be computed on minute basis, at the following rates:

	Cents Per Hour
Conductors	.51
Flagmen and White Brakemen	.34

Through Freight and Mixed Service

1. In through freight or mixed train service, a straight-away run is a run from one terminal to another terminal; and not less than 100 miles will be allowed for each such run, excepting specified branch runs.

2. (a) In through freight or mixed train service, a turn-around run is a run from a terminal to an intermediate point, and return to starting terminal, and not less than 100 miles will be allowed for each such run.

(b) Two or more turn-around runs between the same points in continuous service may be required at mileage rates and overtime, with a minimum of 100 miles, where the distance one-way is less than 30 miles; provided, the second or any succeeding run shall be started within eight hours from the time crew was ordered to report for first run; and provided further that when the actual miles run equal or exceed 100 miles, the starting of an additional run shall be regarded as commencing a new day. Time of trainmen on such runs will be continuous from the time crew reports for duty at initial point for the first run until relieved upon the completion of last run. (A second or succeeding turn-around

Through Freight and Mixed Service

may be made to and return from a point between the turn-around point of the first run and the starting terminals.)

(c) Wadley, Raymond, Smithville, and Opelika to be considered intermediate terminals, provided crews will not be required to make more than one turn from Birmingham to Opelika, and one intermediate turn or two intermediate turns from Birmingham. Crews cut out at the above points to be paid a minimum of 100 miles with overtime, if any made, on each such run. Crews are again to be considered on duty as commencing a new run on the expiration of eight hours from the time of arrival at such intermediate points, or at the time of going on duty after such release if required to report for duty before the expiration of eight hours, and will be paid a minimum of 100 miles for succeeding runs.

3. Trainmen engaged in through freight service will be paid through freight rates when run as section of passenger trains; and when "run light" will be paid at the rate specified for the service for which the trip is made.

The following rates will be paid:

Local Freight Service

	Cents Per Mile
Conductors	4.50
Flagmen and White Brakemen	3.00

Overtime pro rata; speed basis of 12½ miles per hour, to be computed on minute basis, at the following rates:

	Cents Per Hour
Conductors	.56
Flagmen and White Brakemen	.38

Except when otherwise specified, one hundred miles or less, eight hours or less to constitute one day's work. No overtime to be paid until trainmen have been on duty eight hours from the time called to report for duty, regardless of schedule.

Regularly assigned local freight crews working less than the calendar working days of the month, will be guaranteed not less than 100 miles per day for each calendar working day, with the exception of days when the line is broken through an act of Providence.

Regularly assigned local freight crews will be paid for at least 100 miles for

each calendar working day of the month, including legal holidays.

Regularly assigned crews on local freight trains will be paid for each calendar working day held, when not called for their runs out of home terminals, and will not be used in other service until extra board has been exhausted.

In work, construction, or wrecking train service, the following rates will be paid:

Work and Wreck Train Service

	Per Day
Conductors	$4.50
Flagmen and White Brakemen	3.00

One hundred miles or less, eight hours or less, to constitute one day's work. Overtime or excess mileage pro rata; speed basis of 12½ miles per hour on minute basis, at the following rates:

	Cents Per Hour
Conductors	.56
Flagmen and White Brakemen	.38

(a) Work trains will be guaranteed not less than 100 miles or not less than eight hours for each calendar working day held for such service.

(b) Where work train conductors are not now required to act as foremen, or foremen to act as conductors, the practice will not be introduced.

Deadheading

(a) Conductors and trainmen deadheading under orders on freight train to receive full freight rate; on passenger trains one-half the regular freight rates, with the exception that trainmen deadheading under orders on passenger trains, when their cabooses are ahead or following them, will be allowed full freight rates; but where trainmen are deadheading on passenger trains at their request and for their convenience, they will be entitled to only one-half the regular freight rate.

(b) Trainmen deadheading less than 100 miles, will be allowed a minimum of 50 miles at through freight rates if deadheading on passenger trains, and a minimum of 100 miles at through freight rates if deadheading on freight trains, provided that other service is not required of them within ten hours after deadhead trip is completed. If other service is begun within ten hours, they shall be paid the rates stipulated in the Washington Agreement for the actual miles deadheaded, and at least a mini-

mum day for the other service performed—the deadhead trips to be paid for independently of service trips.

2. Overtime is not to be paid on deadhead trips.

3. When necessary to deadhead a conductor or trainman, the first man out will be deadheaded and will stand out ahead of the man with whom he deadheaded, or out ahead of the man that stood next out of the terminal from which he deadheaded.

ARTICLE 1

It is understood that the word trainmen includes conductors, baggagemen, flagmen and white brakemen, except when computing overtime for passenger conductors.

Rates for Service

(a) These rates to cover all services incidental to the trip.

(b) Rates for new runs will be made when necessary, based on rates for similar service now in effect.

(c) When trainmen are called for runs, and for any reason the train is annulled, they will be paid at overtime rate from the time called until relieved. (A minimum of two hours will be allowed.) If held six hours or less, they

will stand first out; if held over six hours, they will be paid the minimum day's pay, be relieved, and stand last out.

(d) Where callers are provided, trainmen will be called from one hour to one hour and thirty minutes before required time to report for duty as far as practicable.

(e) The caller will have a book in which the men shall register their names and record the time when called.

(f) Crews not assigned to regular runs, will run first in and first out, except in case of emergency.

(g) No more crews will be used in chaingang service than will allow a fair month's salary.

Working Time

(h) Working time of trainmen to begin at the time required to report for duty and continue until relieved at end of run.

(i) Except where otherwise stipulated herein, or in the "Washington Agreement," when a run or runs are properly paid for as one item, the time of trainmen must be figured as continuous from the time they are required to report for duty until they are released at the end of such run or runs.

Working Time

(j) Trainmen in freight or passenger service cannot be released at intermediate points between terminals, and the time so released be deducted, except in cases provided for herein or in the "Washington Agreement."

(k) White trainmen on passenger trains between Macon and Athens will be allowed one hour at regular hourly rates when required to turn trains at Athens.

(l) One hour to be allowed baggagemaster when required to accompany baggage cars to Union Station at Atlanta.

(m) When negroes who perform service as flagmen, or negro foremen, become separated from the service, their places will be filled by white men.

(n) When time tickets are not allowed, as claimed, the men will be promptly notified.

ARTICLE 2

When, from some unforeseen cause, it is necessary for a train crew on a westbound through freight, Savannah Division, to take a train from Tennille to Macon, this crew will be run out of Macon to Tennille as soon as they have

had the necessary rest, and will take their turn out of Tennille with the Savannah-end men. If necessary for a Macon-end crew to handle a train from Tennille to Savannah, it will be returned to Tennille in the same way.

ARTICLE 3

Rest

Trainmen may claim ten hours rest after they have been on duty sixteen hours.

ARTICLE 4

Bulletining Runs

Where vacancies occur on regular runs, they will be bulletined for five days and the senior men applying for same will be assigned to them.

ARTICLE 5

Seniority

(a) Extra trainmen will be handled and worked according to their ages.

(b) Where regularly assigned trainmen stop off or are sick for a period of thirty days, the runs will be declared vacant and the senior men applying for same will be assigned to them; if the regular men return to service, they will assume their rights and others' rights governed accordingly.

ARTICLE 6

Transfers

If, by reason of extra business on any division, additional crews are needed for such division, the youngest men from other divisions may be transferred to that division. Men so transferred will not lose their rights on their home division and will be returned to their home division when conditions justify it.

ARTICLE 7

Conductors Performing Yard Service

Where regular conductors are taken off their runs to perform temporary yard service, they will be paid the earnings of their runs unless the service performed pays more.

ARTICLE 8

Caboose Track

There will be a designated track at all terminals for all cabooses, on which they shall be placed as soon after arrival of train as possible, and under no circumstances, be switched with.

ARTICLE 9

Promotions

(a) In promotions, the rights of the oldest trainmen will be considered, but, if in the judgment of the officials, he is not qualified, he will be notified in writing, it being understood that merit

and ability will count for more than term of service.

(b) Regular men will be placed on preferred runs, the oldest trainmen to have preference to preferred runs, and will do extra passenger work, and next oldest trainmen placed on preferred runs.

ARTICLE 10

Discipline

No trainmen or white yardmen will be demerited, suspended or discharged without a fair and impartial trial before the Trainmaster or the Superintendent. He will be allowed to be present and hear the evidence. If desired, he may have two employes of his own selection with him and they will be allowed to ask questions bearing on the case; they will also be allowed to remain after the investigation and discuss the points in the case with officials. In case of discipline, he will be notified in writing within five days after investigation. Suspension will take effect within 30 days after date of notice. If exonerated, he will be paid for lost time and will be notified in writing as soon as possible.

ARTICLE 11

Appeals

No complaint or appeal will be entertained unless presented in writing to the Superintendent within thirty days after its occurrence. Trainmen and white yardmen will have the right to appeal, provided such appeal is made in writing within thirty days after the Superintendent has rendered his decision.

ARTICLE 12

Doubling Hills

Trainmen compelled to double hills, will be allowed not less than ten miles for each double and when over ten miles actual mileage will govern, except when doubling Mission Ridge on the Durham District, Chalk Cut, Arlington, Hilton and Troy, where one double will be allowed without extra compensation, the excess mileage to be credited when computing overtime.

ARTICLE 13

Overtime Speed Basis

(a) When passenger conductors, except where otherwise provided, consume one hour and thirty-five minutes more than their scheduled time between terminals, they will be paid two hours, at 63 cents per hour.

Overtime Speed Basis

(b) In computing overtime of passenger conductors, except where otherwise provided, conductors' time will begin at time required to report for duty at initial point and delayed time on schedule at terminal point should be added together.

(c) When trainmen on through runs have been delayed between terminals more than the time that should be consumed, viz: 20 miles per hour in case of passenger trains, 12½ miles per hour in case of freight trains, baggagemasters, flagmen and white brakemen will be paid overtime at rates given in schedule, except where otherwise provided.

(d) When trains on through runs have been delayed between terminals more than the time they should have consumed, 12½ miles per hour in case of freight trains, conductors will be paid overtime at rates given in schedule, except where otherwise provided.

(e) In computing overtime under sections "c" and "d" of this article, in passenger service the first thirty minutes will be counted one hour, but thereafter, sixty minutes will be required for each additional hour; less than thirty minutes will not be counted, but in

short turn-around and freight service, overtime will be computed on minute basis.

ARTICLE 14

Short Turn-Around Runs

On short turn-around runs, no single trip of which exceeds eighty (80) miles including suburban service, overtime shall be paid for all time actually on duty, or held for duty, in excess of eight hours (computed on each run from the time required to report for duty to end of that run) within ten consecutive hours; and also for all time in excess of ten consecutive hours, computed continuously from the time first required to report to the final release at the end of the last run. Time shall be counted as continuous service in all cases where the interval of release from duty at any point does not exceed one hour. This rule applies, regardless of mileage made.

If, under the application of the above rule on runs now established, more than two hours accrue, all in excess of two hours will not be allowed, except where otherwise provided. Tybee District excepted.

Tybee District

(a) The 8 within 10 hour rule will apply to all service on this district, in-

cluding mixed, freight and work, and will be paid for, a minimum day, as follows:

	Per Day
Conductor	$4.50
Baggagemaster	2.90

Overtime to be paid for on minute basis at the following rates:

	Cents Per Hour
Conductor	.63
Baggagemaster	.36

Savannah-Egypt-Guyton Run

(b) Conductor and trainmen will be paid two hours daily, except Sunday, on present schedule. Overtime to be computed on minute basis after the last schedule.

Rate of Pay:	Per Day
Conductors	$4.50
White Trainmen	2.70

Overtime Rates:	Cents Per Hour
Conductor	.63
White Trainmen	.34

Millen and Augusta

(c) Conductors and trainmen on Trains 3 and 4 will be paid one hour daily on present schedules. Overtime

to be computed on minute basis after the last schedule.

Rate of Pay:	Per Day
Conductor	$4.50
Baggagemaster	2.90

Overtime Rates:	Cents Per Hour
Conductor	.63
Baggagemaster	.36

Augusta and Millen

Conductors on Trains 6, 1, 2, and 5, between Augusta and Millen, will be paid straight mileage and three hours on present schedule. Overtime to be computed on minute basis after last schedule. Overtime rate, 63 cents per hour.

Atlanta-Forest Park-Jonesboro Run

(e) Rates of Pay:	Cents Per Mile
Conductors	2.90
	Per Day
Baggagemasters	$2.90

Three hours will be paid daily, except Sunday, on present schedule. Overtime to be computed on minute basis after last schedule:

Rates of Overtime:	Cents Per Hour
Conductor	.63
Baggagemaster	.36

Carrollton-Bremen Run

(f) Rates of Pay:	Per Day
Conductor	$6.03
Baggagemaster-Flagman	3.64

Rates of Overtime:	Cents Per Hour
Conductor	.53
Baggagemaster-Flagman	.35

Crew will be paid above rates per day, Sunday included, and will perform not only regular service, but all extra service between Bremen and Clem, together with the required yard work at intermediate points and terminals. They will be worked six hours from starting time in a. m. to 1.00 o'clock p. m., and this time to extend to 2 o'clock p. m., when necessary to make connection at Bremen when Train 1 is late; also to be worked two hours from starting time in afternoon to make connection at Bremen on last passenger schedule. When delayed by work or trip, will be paid overtime on minute basis. If required to perform service during off period, it is to be paid for on overtime rates, with a minimum of one hour.

Albany-Smithville-Lockhart Run

(g) Five passenger crews will be assigned to Albany, Smithville, and Lock-

hart runs, and will run first in, first out of Albany, coming east.

On present schedule, straight mileage will be allowed trainmen who run Trains 6, 5 and 13, between Albany, Smithville and Lockhart. Time continuous from reporting for duty at Albany until relieved at Lockhart.

On present schedule, a minimum day will be paid to crew on No. 12, Albany to Smithville.

Ozark District

(h) Conductors and trainmen on Trains 21 and 22 will be paid two hours daily on present schedule. Overtime to be computed on minute basis after last schedule.

Rates of Pay:	Per Day
Conductors	$4.50
Baggagemasters	2.90

Rates of Overtime:	Cents Per Hour
Conductors	.63
Baggagemasters	.36

Americus District

(i) Conductors and trainmen on Trains 6 and 5 will be paid one hour on present schedule. Overtime will be computed on minute basis after 6 p. m.

Rates of Pay:	Per Day
Conductors	$4.50
Flagmen	2.70

Rates of Overtime:	Cents Per Hour
Conductors	.63
Flagmen	.34

Columbus-Newnan Run

(j) Conductors and trainmen on Trains 17 and 18 will be paid two hours daily on present schedule. Overtime to be computed on minute basis after the last schedule.

Rates of Pay:	Cents Per Mile
Conductor	2.90
	Per Day
Flagman	$2.70

Rates of Overtime:	Cents Per Hour
Conductors	.63
Flagmen	.34

Newnan-Columbus Run

(k) Conductors and trainmen on Trains 20 and 19 will be paid 30 minutes daily on present schedule. Overtime to be computed on minute basis after the last schedule.

Rates of Pay:	Cents Per Mile
Conductor	2.90

	Per Day
Flagman	$2.70

BRANCH LINE RUNS

ARTICLE 15

Thomaston District

Rates of Pay:	Pay Per Minimum Day
Conductor	$3.74
Baggagemasters	2.90

Rates of Overtime:	Cents Per Hour
Conductor	.51
Baggagemasters	.33

Work will include not only regular service, but also extra service on Thomaston District, together with the required yard service at Barnesville and Thomaston. Work done outside of Barnesville yard limit on main line, will be paid for at the rate of 51 cents per hour for conductor and 33 cents per hour for baggagemaster for actual time consumed. Overtime will be paid on minute basis after crew have been on duty 9 hours and 40 minutes. When crew is called for extra trips after the last trip in the

afternoon and before the first trip next morning, a minimum day's pay for class of service performed will be paid. If the service amounts to more than a minimum day's pay, the actual mileage will be paid.

ARTICLE 16

Durham District

Rates of Pay:	Per Day
Conductor	$5.50
Flagman and White Brakeman	3.15

Rates of Overtime:	Cents Per Hour
Conductor	.69
Flagman and White Brakeman	.39

Crew will be required to do the work on the Durham District and switching Chickamauga Yard. Eight hours or less to constitute one day's work. Overtime pro rata on minute basis.

ARTICLE 17

Lyerly District

Local crews working the Lyerly District—conductor will be paid six cents per mile, other white trainmen three cents per mile, for actual mileage made on said district in addition to other mileage made on that day.

ARTICLE 18

Perry District

Rates of Pay:	Per Day
Conductors (All Runs)	$3.74
	Cents
Rates of Overtime:	Per Hour
Conductors	.51

(a) Work will include not only regular service, but also extra service on the Perry branch, and between Marshallville, Ohio and Nakomis, together with required yard work at intermediate points and terminals. Overtime will be paid on minute basis after he has been on duty 9 hours and 40 minutes.

(b) Work done outside of specified limits, will be paid for at the rate of 51 cents per hour for conductor for actual minutes consumed.

(c) If crew is called for extra service after the last trip in the afternoon and before the first trip the next morning, a minimum day's pay for the class of service performed will be paid. If the service amounts to more than a minimum day's pay, the actual mileage will be paid.

(d) When crews are run to Macon, a minimum day's pay will be allowed for the round trip.

ARTICLE 19

Fort Gaines District

Rates of Pay:	Per Day
Conductor	$3.74

Rates of Overtime:	Cents Per Hour
Conductor	.51

(a) Work will include not only regular service but also all extra service that may be required each day on Fort Gaines District, and between Shellman and Springvale, together with required work at intermediate points and terminals. Overtime will be paid on minute basis after he has been on duty 9 hours and 40 minutes.

(b) For all service outside of limits named, a minimum day's pay will be allowed for the class of service performed.

ARTICLE 20

Ozark District Mixed Local Service

Rates of Pay:	Per Day
Conductor	$4.50
White Flagman	3.00

Rates of Overtime:	Cents Per Hour
Conductor	.51
White Flagman	.34

Work will include not only regular service, but also all extra service which may be required each day between Ozark, Eufaula, Gravel Pit and Lugo, together with required work at intermediate points and terminals. Overtime will be paid on minute basis after crew have been on duty 9 hours and 40 minutes.

ARTICLE 21

Roanoke District Mixed Local Service

Rates of Pay:	Per Day
Conductor	$4.50
White Trainmen	3.00

Rates of Overtime:	Cents Per Hour
Conductor	.51
White Trainmen	.34

Work will include not only regular service, but also required yard work at Roanoke and intermediate points and turning engines at Opelika. Overtime will be paid on minute basis after crew have been on duty 9 hours and 40 minutes.

ARTICLE 22

Court Witnesses

(a) When trainmen having regular runs attend court as witnesses for the Company, they will be paid what they

would have earned had they not stopped off, and their board, if away from home.

(b) Extra conductors will be paid $4.10 per day, extra white trainmen $2.75 per day, while attending court as witnesses for the Company, and their board, if away from home, said board to be arranged for by the Company's attorney. The Company will furnish the necessary transportation, and will be entitled to the certificate for witness fees in all cases, such certificates to be delivered to the Trainmaster.

(c) Conductors and trainmen attending court lay-over day, will be paid: Conductor $4.50 per day; white trainmen $2.75 per day and expenses, if away from home.

ARTICLE 23

Held for Special Service

When trainmen are held for any special service, they will be paid not less than they would have made; trainmen sent away from home terminals will be paid enough to average $3.45 per day in case of conductors; $2.35 per day for white trainmen, Sundays excepted.

ARTICLE 24

Miscellaneous Service

Trainmen working in two or more classes of service on the same trip be-

tween terminals will be paid for all work done at the highest rate applicable to any class of service in which they have been engaged, time of such trips to be continuous from the time trainmen are ordered to report at terminal until they are relieved upon arrival at terminal, or in accordance with other provisions of the agreement. Overtime to be computed on the highest speed basis, or the shortest daily basis applicable to any class of service performed on the trip. (Less than one carload not to be counted)

ARTICLE 25

Special Service

Trainmen making trips with Good Roads, Agricultural or Mine Rescue Exhibit Cars, or Commissary Cars, may be tied up between terminals, when necessary, and will be paid through freight rates for such service, time to be continuous from the time first ordered to report until final release for the day. When making trips with Pay Cars or Officers' Inspection Specials, they will be paid as in passenger service. Not less than minimum day in either class will be allowed for each calendar day held for such service.

ARTICLE 26

Circus Trains

Trainmen handling circus trains will be allowed a minimum of 133 miles at through freight rates for each move, this to include switching and loading and unloading circus; except that when the time consumed making any move exceeds the through freight speed basis for 133 miles (which is 10 hours and 38 minutes) overtime will be allowed for all time used in excess of the speed basis at the through freight overtime rate; provided that trainmen assigned to circus trains will be allowed not less than 133 miles for each calendar day held for such service. Straight-away runs with circus trains from terminal to terminal without stopping to exhibit, will be paid for at through freight rates.

ARTICLE 27

Piloting

When engines are run light, with or without caboose, between Savannah and Macon, Macon and Atlanta, Macon and Albany, Macon and Columbus, Columbus and Birmingham, Griffin and Chattanooga, a conductor will be furnished, when available. This line of service, when practicable, may be given to extra conductors. Should conductors not be

available, and flagmen are used, they will be paid conductor's pay.

ARTICLE 28

Detouring

When trains of other roads are detoured over our line between Savannah and Macon, Macon and Atlanta, Macon and Albany, Macon and Columbus, Columbus and Birmingham, Griffin and Chattanooga, conductors will be furnished, when available, and will be paid conductor's pay for the class of service performed. Should conductors not be available, flagmen may be used, and paid flagmen's rate.

ARTICLE 29

Coaling Engines

When necessary for train crews to coal engines by scoop, such member of the crew participating in this work will be paid at pro rata rates. Time allowances for coaling engines will not be deducted when overtime is made.

ARTICLE 30

Discharged and Re-Employed

A conductor or trainman discharged and re-employed within six months, may not lose his seniority, but if not re-employed until after six months shall have elapsed, he will rank as a new man, ex-

cept in special cases, to be decided by the committee and the management.

ARTICLE 31

Resigning and Re-Employed

Conductors and trainmen voluntarily leaving the service, will rank as new men if re-employed.

ARTICLE 32

Seniority List

Separate list of conductors, white trainmen and white yardmen will be compiled in the order of their seniority, and corrected semi-annually. These lists will be posted on all bulletin boards on the first day of January and July and a copy furnished the local chairman of the division affected.

ARTICLE 33

Seniority Limitation

A statute of limitation of two years is hereby fixed to take up on appeal a case of seniority. If two years have elapsed without any written protest being filed in such cases, it cannot be taken up by the Conductors and Trainmen's Committee or officials of the Company.

ARTICLE 34

Held Away From Home Terminals

Conductors and trainmen held at other than designated home terminals without performing service, twenty-

eight hours will be paid overtime rates, ten hours to be a minimum for the first twenty-eight hours so held, and maximum of ten hours for each twenty-four hours so held thereafter, except in cases of men assigned to regular runs, where the law prohibits the running of trains on Sunday interferes, or for days when the line is broken through an act of Providence.

ARTICLE 35

Hours of Service

(a) Employes in train service will not be tied up unless it is apparent that the trip cannot be completed within the lawful time, and not then until after the expiration of the fourteen hours on duty under the Federal law, or within two hours of the time limit provided by the State laws, if State laws govern.

(b) If employes in train service are tied up in less number of hours than provided in the preceding paragraph, they shall not be regarded as having been tied up under the law and their services will be paid for under the provisions of this schedule.

(c) When employes in train service are tied up between terminals under the law, they shall again be considered on

duty and under pay immediately upon the expiration of the minimum legal period off duty applicable to any member of the road crew, provided the longest period of rest required by any member of the crew, either eight or ten hours, shall be the period of rest for the entire crew.

(d) Continuous trip will cover the movement straight-away or turn-around from initial point to the destination train is making when required to tie up. If any change is made in the destination after the crew is released for rest, a new trip will commence when the crew resumes duty.

(e) Employes in train service tied up under the law will be paid continuous time or mileage at their schedule rates from initial point to the tie-up point. When they resume duty on a continuous trip, they will be paid miles or hours, whichever is greater, from the tie-up point to the next tie-up point, or to the terminal. It is understood that this article does not permit conductors and trainmen to be run through terminals unless such practice is permitted under the schedule.

(f) Employes in train service tied up for rest under the law, and then towed or deadheaded into terminal, with or without engine or caboose, will be paid therefor as per section (e), the same as if they had run the train into such terminal.

(g) Employes in train service tied up in obedience to the law, will not be required to watch or care for engines or perform other duties during the time tied up.

Hours of Service

(h) Yardmen required to work sixteen hours will resume work when their period of rest is up under the Federal law, and then be permitted to work eight hours, or paid therefor.

The Company will handle all questions of wages and rules and regulations for conductors with the General Committee of Conductors.

Thirty days' notice will be given of any contemplated change in the rates of pay under this schedule.

For CENTRAL OF GEORGIA RAILWAY COMPANY
By L. W. BALDWIN, Vice President & General Manager

Accepted:

For ORDER OF RAILWAY CONDUCTORS
By C. B. CHAPMAN, General Chairman

For BROTHERHOOD OF RAILWAY TRAINMEN
By W. J. COLLINS, General Chairman

RULES AND REGULATIONS
FOR YARDMEN

Chattanooga and Atlanta Yards will be paid Class "B" rates; all other Yards Class "D" rates.

All switchmen at Chattanooga and Atlanta Yards will be paid the same rates.

ARTICLE 1

Hours of Duty

(a) Eight hours or less shall constitute a day's work. Overtime to be paid pro rata, actual minutes to be counted.

(b) Yard crews will be assigned for a fixed period of time per day, not to exceed ten hours except in isolated yards where only one yard crew is assigned and where the work requires it, the time of the assignments may be extended not to exceed 12 hours; under this exception the minimum shall be 10 hours.

(c) No new work will be given to a crew where the assignment if for 9 or more hours after the expiration of the period for which regularly assigned; overtime may be required in order to

finish work that the crew is performing at the expiration of the assigned period or in emergencies. This will not be construed to extend the Company's rights under similar existing rules for 10-hour assignments.

(d) On assignments where the hours are limited to eight, overtime will be worked only in case of emergency; or in case of transfer crews or crews engaged in industrial work to finish assigned or programmed work, or in either case to get to regular relief points; the purpose being that if assigned or programmed service usually requires more than eight hours' work, the assignment should be extended to meet the requirements of the service, either 9 or 10 hours.

(e) Sections (a), (b), (c) and (d) will also apply to yard crews called or used in extra service. They shall not be construed to require railroads to pay yard crews for more than the minimum day plus the actual time consumed in excess of eight hours, except where the assignment is for either nine or ten hours the minimum shall be nine hours exclusive of the meal hour.

(f) When white yardmen are called for duty and do not work, they shall re-

ceive a minimum of two hours at their respective rates.

(g) Yardmen required to perform service outside of a radius of ten miles will be paid miles or hours, whichever is greater, for the class of service performed, with a minimum of one hour, this to be paid in addition to the regular yard pay and without any deduction therefrom, for the time consumed in said service. This provision is not applicable to crews engaged in transfer service. Where it has been the practice for yard crews to do pusher service as part of their work, this practice is not affected by this rule.

(h) At Atlanta, there shall be one head pilot days and one head pilot nights who shall receive yard conductor's pay. Other pilots shall receive yard switchmen's pay. Yard rules will apply to pilots and pilot helpers.

ARTICLE 2

Lunch Time

(a) Yard crews, where the hours of work are limited to eight, will be allowed 20 minutes for lunch, between 4½ and 6 hours after starting work, without deduction in pay.

(b) One hour will be allowed without pay for meals, between 4½ and 6 hours after starting work on 9 or more hour assignments.

(c) In 8-hour yard assignments, yard crews will not be required to work longer than 6 hours without being allowed 20 minutes, and in 9 or more hour assignments 30 minutes, for lunch, with no deduction in pay or time therefor.

ARTICLE 3

Starting Time

(a) Regularly assigned yard crews will each have a fixed starting time and the starting time of a crew will not be changed without at least 48 hours advance notice. Practices on individual roads as to handling transfer crews are not affected by the foregoing.

(b) Where three 8-hour shifts are worked in continuous service, the time for the first shift to begin work will be between 6.30 a. m., and 8.00 a. m.; the second, 2.30 p. m., and 4.00 p. m.; and the third, 10.30 p. m., and 12.00 midnight.

(c) Where two 8-hour shifts are worked in continuous service, the first shift may be started during any one of the periods named in paragraph (b).

Starting Time

(d) Where two 8 or 9-hour shifts are worked not in continuous service, the time for the first shift to begin work will be between the hours of 6.30 a. m., and 10.00 a. m., and the second not later than 10.00 p. m.

(e) Where 10-hour assignments are worked, the rules or practices for time of beginning work are not affected by paragraphs (b), (c) and (d).

(f) Day rates will be paid yardmen on assignments beginning as follows:

8-hour assignments, 6.00 a. m., and 12.00 noon.

9-hour assignments, 6.00 a. m., and 10.00 a. m.

10-hour assignments, 6.00 a. m., and 9.00 a. m.

(g) Yardmen starting their assignments at other periods will be paid night rates.

(h) When time is not allowed as per time slip, foremen will be notified promptly.

(i) No more men will be retained on the extra board than are needed to protect the Company's business. When necessary to reduce extra board in accordance with these rules, the youngest

men in the service will be taken from the board. White yardmen so reduced will not be considered out of the service of the Company and will return when needed in accordance with the seniority rule.

ARTICLE 4

Calculating Assignments and Meal Periods

The time for fixing the beginning of assignments or meal period is to be calculated from the time fixed for the crew to begin work as a unit, without regard to preparatory or individual duties.

ARTICLE 5

Advertising Assignments

Yard crews will be given the usual notice of change in working conditions as will enable crews to exercise their seniority rights.

ARTICLE 6

Yard Engines

Yard engines shall be equipped with foot boards and headlights, except in cases of emergency.

ARTICLE 7

Yardmen Attending Court

Yardmen who attend court as witnesses for the Company will be paid what they would have earned had they not stopped off, and their board, if away from home. The Company will

furnish necessary transportation and will be entitled to witness fees in all cases. Extra yardmen attending court will be paid day rate with a minimum of eight hours and expenses if away from home.

ARTICLE 8

Promotion

(a) All yardmen will be in line of promotion except to position of General Yardmaster. Promotions will be governed by merit and ability and time of entering yard service.

(b) White yardmen will hold seniority only in the yard in which they are employed. White yardmen who voluntarily leave the service of the Company and afterwards are employed, will rank as new men.

(c) Yardmen discharged and re-employed within six months may not lose their seniority, but if not re-employed until after six months, they will rank as new men.

ARTICLE 9

Changing Crews, Etc.

A designated place for changing yard crews and a place for changing clothes shall be provided.

ARTICLE 10

Schedule of Wages

Yardmen will be furnished with copy of schedule of wages and rules and regulations upon request.

ARTICLE 11

The Company will handle all questions of wages and rules and regulations of white trainmen and yardmen with the General Committee of Trainmen.

ARTICLE 12

Thirty days' notice will be given of any contemplated change in the rates of pay under this schedule.

For CENTRAL OF GEORGIA RAILWAY COMPANY
By L. W. BALDWIN, Vice President & General Manager

For ORDER OF RAILWAY CONDUCTORS,
By C. B. CHAPMAN, General Chairman

For BROTHERHOOD OF RAILWAY TRAINMEN,
By W. J. COLLINS, General Chairman

WAGE SCALE OF WHITE YARDMEN

LOCATION	Day Foremen		Night Foremen		Day Switchmen		Night Switchmen	
	Hr.	Daily 8 Hour Assign't	Hr.	Daily 8 Hour Assign't	Hr.	Daily 8 Hour Assign't	Hr.	Daily 8 Hour Assign't
Atlanta	.46	$3.68	.49	$3.92	.43	$3.44	.45	$3.60
Chattanooga	.46	3.68	.49	3.92	.43	3.44	.45	3.60
Savannah	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Millen	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Macon	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Athens	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Griffin	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Rome	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Cedartown	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Newnan	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Chickamauga	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Carrollton	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Albany	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Eufaula	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Dothan	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Americus	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Columbus	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Troy	.44	3.52	.46	3.68	.38	3.04	.40	3.20
Colgate	.44	3.52	.46	3.68	.38	3.04	.40	3.20

E-38-11

July 5, 1918.

Mr. W. H. Teeters,
3256 -9th Ave.,
Rock Island, Ill.

Dear Sir:

Your letter of June 24th addressed to the Director General of Railroads, has been referred to this Division and as requested I am enclosing copy of General Order No. 27.

Yours very truly,

35.

14722

Houston Texas. 6/24/18.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR

JUN 27 1918

JUN 27 1918

Hon. W.G.Mc Adoo.

Director General of R.R.s

Wa shington D.C.

Honored Sir:-

We the Colored Brakemen of the H.E.&W.T Ry. and the H.&T.C. a nd the Southern Pacific Lines operating in the states of Texas and Louisiana are not satisfied with the scale of wages as outlined for us, due to the fact that the white brakemen on the same lines receive ONE HUNDRED FIFTEEN ($115.00) while we receive only Seventy One and Fifty one Hundredths Dollars ($71.50) and we find in the sacale of wages as outlined in your declaration that all men would receive the same compensation for the same class of work regardless of Race or Color, at the same time stating that if a woman was performing the same services as a man she should receive the same rate of pay.

We do not mean to strike or to in any way emparrass the management of the Rail Roads under your Jurisdiction ;but would much prefer to continue to do our bit and to depend upon your Idea of fair play and absolute impartiallity to govern the controversy at stake, which would beyond a doubt guarantee to us the same compensation for the same service as is paid to menbers of the more fortunate Race.

We are called we are refered to as porters in this section of the Country and yet we operate the Head End of Passenger Trains a nd perform all the duties of a brakeman on either a Freight or Passenger Train.

On the Southern Pacific from Elpaso to San Francisco there are three men to each passenger crew designated as follows: Conductor, the Brakeman ,and Flagman ,here the brakeman and flagman receive the same scale of pay. We are held responsible for the same duties as is exacted of them, we also make the same application for brakeman as they do ,we are also subject to the same liabilities for mistakes in connection with the performance of our duties as if we were regularily constituted and paid brakemen, in addition to performing all the services required of brakemen we are compelled to handle the baggage, express, and even the mail where necessary

and absolute impartiallity to govern the controversy at stake, which would beyond a doubt guarantee to us the same compensation for the same service as is paid to menbers of the more fortunate Race.

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We are confident that fair play will demand for us the same consideration with respect to compensation for services rendered as is guaranteed to any other person performing the same service with no greater degree of efficiency.

Asuring you of our heartiest appreciation for your past efforts in our behalf and hoping for a continuation of that same desire to see fair play and justice for all men regardless of Color , awaiting your reply which we would be pleased to have you publish in an open letter to the Negro Brakemen of the H.E.& W.T. ,H.&.T.C. and Southern Pacific Lines of the States of Louisiana and Texas.

Again thanking you for your effort we are

Yours Very Sincerly,

G P Winston
Brakeman of H E + W T R Co
T. Ryan
Train Porter T & N O R R
S. M. Macklin " " "
Harry Whitley " " "
C St. Clair " G. H. & S. A.
W B Jones " " " "

July 6, 1918.

Mr. G. P. Winston,
c/o H. E. & W. T. R. R.,
Houston, Texas.

Dear Sir:

Your letter of June 24th, signed by several others, addressed to the Director General of Railroads, has been referred to this Division.

I note that your letter is filed as a protest against the application of Order No. 27, and understand that you believe that this Order has done an injustice to your class. With this understanding, it is my suggestion that any evidence to be presented with a view of having inequalities in rates or working conditions eliminated or any additional increase granted due to competition with employes in other industries, etc., should be addressed to Mr. G. H. Sisson, Chairman, Board of Railroad Wages & Working Conditions, 718 - 18th St., N. W., Washington, D.C. This Board is in session at the present time giving consideration to evidence already presented on behalf of certain classes of employes.

Yours very truly,

35.

E-38-11

Porters

DIVISION OF LABOR.

To The

Director of the Division of Labor

United States Railroad Administration

Washington D.C.

JUN 29 1918

Honorable Sir:-

We, the undersigned, employed as Porters on passenger trains on the Richmond Division of the Southern Railway and required to do the same work as flagmen and brakemen most respectfully represent that in accordance with the rulings of the Director General announced on May 25th 1918 known as General Order NO. 27 relative to increase of pay in which is stated '' that for the same work same pay'' would be granted had every reason to expect that our wages would be increased to the same extent of other employees doing the same work , We now find that our wages have not been increased in the same proportion as other employees of this Division of the Railroads doing the same work and we most respectfully call your attention to the inequality and ask that an investigation be had and the discrimination adjusted . We fully realize the magnitude of the undertaking and fear that a mistake has been made which affects our interests . We are loyal to the Government and willing to make any reasonable sacrifice that will enable the government to carry out its plans ,yet we feel it our duty to call your attention to this condition of affairs here. sincerely hoping your early attention and favorable consideration

We are yours most respectfully

Alex Davenport
Pryor Mathews
John Russell
Lewis + Doggett
Wm Nelson
Charley Redd.
George Johnson

Pleas address
Pryor Mathews
#1312 N. 34 st
Richmond Va

July 6, 1918.

Mr. Pryor Mathews,
1312 - N. 34th St.,
Richmond, Va.

Dear Sir:

This will acknowledge receipt of your letter of June 25th, addressed to the Director, Division of Labor, and signed by several other employes employed as Porters on passenger trains.

I note that your letter is filed as a protest against the application of Order No. 27, and understand that you believe that this Order has done an injustice to your class. With this understanding, it is my suggestion that any evidence to be presented with a view of having inequalities in rates or working conditions eliminated or any additional increases granted due to competition with employes in other industries, etc. should be addressed to Mr. G. H. Shoes, Chairman, Board of Railroad Wages & Working Conditions, 718 - 18th St., N. W., Washington. This Board is at the present time giving consideration to evidence already presented on behalf of certain classes of employes.

Yours very truly,

35.

15702

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

E-38-1

JUL 1 1918

General Macadoo
We are not Receiving
the wages that we understood
you to say that we would
Receive Sam a colored Brak
man of the Central Railroad
and we are only Receiving $2.20
Cent a day and we was under
stood that we would get the
Same as the flagman gets
we only wanted to notifide
you about the matter Because
we are not Satifide.

please Sir Give us the
Right understanding about
the matter this is from the
Colored Brakeman
of the Central
of Georgia Rail Road.
we can't live at this price.

ON OF LABOR.
15880
OFFICE OF
DIRECTOR GENERAL
OF RAILROADS
JUL 2 1918
JUL 2 1918

Mr. Carter E 38 11

6/27-1918

Shreveport La

I.R.R. Co.

as follows

Mr. McCoo i
write to in the favor
of the collord employers
we read just what you
handid down to the printers
just so that a collord
man-wood get as much pay
as the white man.
but the men stand at the
door here fail to give it to
us this is what they give
us to buy war stamps.
an boride with an line-
they all ready paying
20¢ an hour before to

give the reason now this
is - what they give on
that Ham 3/4 ¢ - witch make
2 Ham 3/4 ¢
we have been keeping up
with the printers and we
haven't see where you made
any change in what you
first said on that weak
has raised but we all
are willing to do our bit
in helping to win the war
but we are not able
to do so but still they say
if we don't they will put
us to trouble some and
what do you think of
that

(3)

we want to know is that
lowaly true an if it isnt
true we thank you very
Hy to send a man to
Stirling us out ask us
we will tell him an we have
to work 10 hours to get price.
the printist have jump from
10 an 15 ¢ to 27 an 1/4 since
June the (1) we are satified
with just what you
say about it but we all
bought war Samps just
the same we thank you
to answer at once
Your Collord employer
William Davis
vistion ave 308

July 12,1918

Mr. Wm. Davis,
308 Western Avenue,
Shreveport, La.

Dear Sir:-

This will acknowledge receipt of yours of the 27th ultimo, addressed to the Director General of Railroads, which has been referred to the Division of Labor.

I am unable to tell you just what your rate would be under General Order No. 27, for the reason that you fail to state your rate in effect December 31,1915. I am therefore enclosing a copy of Order No.27 and call your attention to article II, section C, page 13. The old rate per hour represents the rate in effect December 1915, the new rate per hour represents the present rate as established by Order No. 27.

I take it however, that you are employed in the mechanical department. If this be true, for your information will state that the Board of Railroad Wages and Working Conditions have forwarded their report and recommendations to the Director General upon the requests from employes for a further increase. The Director General's decision upon this report is expected within the next few days.

Yours very truly,

Assistant to the Director.

24

E-38-11

July 13, 1918.

Mr. Robert Henry,
1517 W. St. Catherine Street,
Louisville, Ky.

Dear Sir:-

Your letter of July 3rd addressed to the Director General, has been received, and in his absence I have to advise that General rder No. 27 (copy of which I herewith enclose) specifically provides that colored men employed as firemen, brakemen and switchmen should be paid the same rates of wages as are paid white men in the same capacity.

I understand, however, that you occupy the position of "train porter" and have never been designated as a "passenger train brakeman". I understand on many roads in the south this practice prevails.

This is to advise that already representatives of the colored passenger train porters have filed with the Board of Railroad Wages and Working Conditions petitions for relief in this matter and the Board is giving the matter consideration. By referring to Article VII of the enclosed copy of General Order No. 27 you will note how this Board is created, its scope and authority. Let me suggest that you address a communication to Mr. G. H. Sinec, Chairman of this Board at 716 - 18th Street N.W., Washington, D.C., laying your case before him, when I am sure that he will give the matter the most courteous consideration.

Yours truly,

Private Secretary.

17581
CB

SIXTY-FIFTH CONGRESS.

SCOTT FERRIS, OKLA., CHAIRMAN.
EDWARD T. TAYLOR, COLO.
JOHN E. RAKER, CAL.
CARL HAYDEN, ARIZ.
DENVER S. CHURCH, CAL.
C. C. DILL, WASH.
JAMES H. MAYS, UTAH.
JOHN N. TILLMAN, ARK.
HARRY L. GANDY, S. DAK.
JEFF: MC LEMORE, TEX.
JAMES V. MC CLINTIC, OKLA.
WM. B. WALTON, N. MEX.

WM. L. LA FOLLETTE, WASH.
NICHOLAS J. SINNOTT, OREG.
ADDISON T. SMITH, IDAHO.
LOUIS C. CRAMTON, MICH.
CHAS. B. TIMBERLAKE, COLO.
GEO. C. SCOTT, IOWA.
JOHN A. ELSTON, CAL.
JEANNETTE RANKIN, MONT.
CHAS. A. SULZER (DEL.), ALASKA.

CAM CAMPBELL, CLERK.
OWEN BLACK, ASST. CLERK.

HOUSE OF REPRESENTATIVES

COMMITTEE ON THE PUBLIC LANDS

WASHINGTON, D. C.

July 10, 1918.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

JUL 11 1918

United States Railroad Administration,

Washington, D. C.

Sirs:

Please find enclosed a letter from Ethelbert T. Barbour, Attorney at Law, El Reno, Oklahoma, which is self-explanatory. I would appreciate a line from you, advising me what has been done or what has been comtemplated regarding this matter.

Very sincerely yours,

Scott Ferris

Enclosure.

EE

DIVISION OF LABOR.

JUL 11 1918

File

E-38-11

August 6th, 1918.

Mr. F. Butler, Brakeman,

Georgegia Southern & Florida Railroad,

Macon, Ga.

Dear Sir:-

A letter signed by you and a number of other colored passenger train brakemen under date of July 24th, 1918, to the Director General of Railroads has been referred to this Division for attention. I find upon a reading of your letter that it indicates a general dissatisfaction among the colored passenger train brakemen with the increase awarded by General Order #27 in that class of service.

This Division has no power to afford relief where the increases under General Order #27 are not considered sufficient, but your attention is called to Article VII, pages 23-24 of General Order #27, a copy of which I am enclosing herewith, relating to the Board of Railroad Wages and Working Conditions which has been established here for the purpose of investigating matters such as you complain of, and of making such recommendations to the Director General as in its judgment seems proper in each case. I would, therefore, suggest that you address your request to Mr. G. H. Sines, Chairman, Board of Railroad Wages and Working Conditions, Southern Railroad Building, Washington, D. C., where it will receive proper attention. I am returning your letter herewith

Very truly yours,

ASSISTANT TO THE DIRECTOR.

20079

CB

Princeton, Ky., July 21, 1918.

Hon. W. G. McAdoo, Director General of the American Steam Railroads
Washington, D. C.

I am deeply gratified to learn that on June the 1st. there was no distinction between employees of railroads on account of color.
I desire to express my appreciation to you and your Wage Commission for not discriminating against colored brakemen of the Southern territory.
I want to call your attention to the fact that this has kept starvation out of many of your colored homes throughout the country. I believe every colored railroad employee inthe South will lend all the money he can, consistant with his individual circumstances to his government by buying liberty bonds and war saving stamps to help every gallant soldier and sailor, who are fighting in this war to save our lives and liberty and to make the world safe for democracy.

I have the honor to remain ,

Yours very truly,

Chester English.
535 Cane St.
Princeton. Ky.

OFFICE OF DIRECTOR GENERAL OF RAILROADS
JUL 23 1918

DIVISION OF LABOR.

JUL 23 1918

E-38-11

August 13, 1918

Mr. Chester English,
535 Cave St.,
Princeton, Ky.

Dear Sir:

This will acknowledge and express appreciation of your attitude shown in yours of the 21st ult.

Will say that you have the proper spirit at heart, and I am sure that anything you may do to reflect such a spirit will be appreciated by all concerned.

Yours truly,

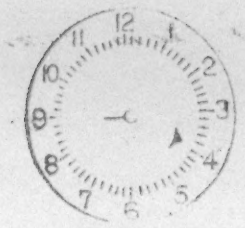
W. S. CARTER

-2

JOHN P. TINLEY
LAWYER
COUNCIL BLUFFS

DIVISION OF LABOR.

E-38-11



AUG 15 1918

August 13th. 1918.

Mr. W. S. Carter,

Director of Railroads,

Washington, D. C.

Dear Sir;-

I recently wrote to Mr. G. H. Sines in reference to a complaint that is made by the colored porter-brakemen employed on the C. R. I. and P. Railraod out of Council Bluffs, and he has referred me to you. Their complaint lies in this.

Each passenger train crew is supposed to be made up of Conductor, front and rear Brakeman, and on most roads a porter. On the Rock Island road running out of Council Bluffs the front brakeman is dispensed with and the porter performs all of the duties that pertain to that job of brakeman, and in addition perform all of the duties of porter. They perform exactly the same duties and in full that are performed by the other brakemen carried on these trains, and in addition perform the more menial tasks of porter. For this double duty they receive compensation in the amount of $77.55, while their white fellow brakeman who performs less duty than they receives $114.50.

I am representing all of the colored porter-brakemen run-

ning out of Council Bluffs, and to them this differnce in payment seems very unfair, and it so seems to me.

On trains where a white front brakeman is carried, that brakeman receives $114.50, and does not perform a single duty that is not performed by these colored porter-brakemen. There certainly is a discrimination against these men that should be adjusted, and they sincerely hope that you will give the matter of their complaint your early and serious attention.

Very truly yours,

John P. Tinley

August 17, 1918.

Mr. John P. Tinley,
Council Bluffs, Iowa.

Dear Sir:

Your letter of August 13th in regard to colored porter-brakemen employed by the Chicago, Rock Island & Pacific R.R. has been received.

For your information will say that this matter is now being considered by the Board of Railroad Wages and Working Conditions and it is expected that they will make their recommendation to the Director General within a short time, when an order will be issued covering this class of employes.

Yours truly,

W. S. CARTER

5-ACB

File E-38-11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

G. H. SINES, CHAIRMAN
F. F. GAINES, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
A. O. WHARTON

J. A. EMMART, SECRETARY

718 EIGHTEENTH STREET, N. W.

August 7, 1918.

LABOR
AUG 10 1918

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of August 3rd, enclosing a copy of letter to Dr. George E. Haynes, Director of Negro Economies, Department of Labor, Washington, D. C., in regard to higher rates of pay for colored employees who are classed as train porters, and who are required to perform the service of passenger trainmen in addition to the duties of porter.

Very truly yours,

G. H. Sines

Chairman.

DEPARTMENT OF LABOR

OFFICE OF THE SECRETARY

WASHINGTON

July 5, 1918.

MEMORANDUM FOR THE DIRECTOR OF WAGES AND WORKING CONDITIONS, UNITED STATES RAILROAD ADMINISTRATION:

Upon the advice of the Division of Conciliation of this Department I am transmitting to you a statement of complaint received from the Committee of the Colored Railway Trainmen's Association, headed by T. W. Driver of Little Rock, Ark. I respectfully ask that the attention of your honorable Board be given to this complaint and that such adjustment be made in keeping with Article VI of General Order No. 27 of the United States Railroad Administration as meets your approval after investigation.

Respectfully submitted,

George E. Haynes

Director of Negro Economics.

1 enclosure
accompanying

Approved
July 5/18
Louis F. Post
Ass't Sec. of Labor

Re Porter - Cars. Trainmen
give name of Ch. of
Ry B of W + W.C.

4-6

DEPARTMENT OF LABOR

OFFICE OF THE ASSISTANT SECRETARY

WASHINGTON

July 31, 1918.

Mr. W. S. Carter,
U. S. Railroad Administration,
Washington, D. C.

My dear Mr. Carter:

This will introduce to you Dr. George E. Haynes, Director of Negro Economics in this Department, who is on the staff of the Secretary to advise on matters relating to Negro labor. He has one or two complaints from Negro workmen on the railroads alleging discrimination in rates of pay. I am sure you will be pleased to meet Dr. Haynes, personally, and I shall appreciate the favor if you will direct him to the proper person with whom to take up the cases he presents.

Yours very truly,

Louis F. Post

Assistant Secretary.

E-38-14

August 3rd, 1918.

Mr. Louis F. Post,
Assistant Secretary,
Department of Labor,
Washington, D.C.

My dear Mr. Post:

I have your letter of July 31st introducing Dr. George E. Haynes, Director of Negro Economics, Department of Labor, and I have gone over the matters with Dr. Haynes and explained to him how the cases should be adjusted.

Perhaps you will be interested in how these matters have been disposed of and therefore I am enclosing copies of letters upon the subjects discussed.

Yours truly,

W. S. CARTER

11

August 3rd,1918.

Mr. G. H. Sines, Chairman,
Board of Railroad Wages & Working Conditions,
Southern Railway Building, Washington, D.C.

Dear Sir:-

Please note the attached copy of letter to Dr. George E. Haynes, Director of Negro Economics, Department of Labor, Washington, D.C., who called upon me today with regard to higher rates of pay for colored men who are classed as "train porters" but who are required to perform the service of passenger trainmen in addition to the duties of porter.

The copy of my letter to Mr. Haynes will explain what I have said to him and to others upon the same subject.

It is my understanding that if these men desire an increase in wages beyond that fixed by General Order No. 27 or any supplement thereto, the matter should be presented to your Board.

Yours truly,

W. S. CARTER

11

August 3rd,1918.

Dr. George E. Haynes,
Director of Negro Economy,
Department of Labor,
Washington, D.C.

Dear Sir:-

Your letter of July 5th with regard to increased rates for colored porters who are filling the combination positionof passenger train porter and passenger train brakeman, has been received.

Inasmuch as I have discussed this matter with you personally, it will only be necessary for me to say in this communication that this question has been up for consideration on two or three former occasions, several of these colored porters having been in this office on the subject.

It does not appear to me that the complaint is against the wrongful application of General Order No. 27, but is the contention that a porter who is required to also perform passenger brakeman's duties should receive passenger brakeman's pay.

When this matter has been called to my attention before I have advised those concerned that the Board of Railroad Wages and Working Conditions would be the only authority to investigate and recommend an increase in wages for these train porter-passenger brakemen. I assume that the persons who visited me have already presented the matter to the Board of Railroad Wages and Working Conditions, and I will also suggest that you too present this matter to them, as I understand they have it under consideration.

Yours truly,

11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

INTERSTATE COMMERCE BUILDING
WASHINGTON

August 3rd,1918.

Mr. G. H. Sines, Chairman,
Board of Railroad Wages & Working Conditions,
Southern Railway Building, Washington, D.C.

Dear Sir:-

Please note the attached copy of letter to Dr. George E. Haynes, Director of Negro Economics, Department of Labor, Washington, D.C., who called upon me today with regard to higher rates of pay for colored men who are classed as "train porters" but who are required to perform the service of passenger trainmen in addition to the duties of porter.

The copy of my letter to Mr. Haynes will explain what I have said to him and to others upon the same subject.

It is my understanding that if these men desire an increase in wages beyond that fixed by General Order No. 27 or any supplement thereto, the matter should be presented to your Board.

Yours truly,

W. S. CARTER

11

26098

E-38-11

Memphis Tenn
Oct. 18. 1918

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

M. & O. R.R. Co.

Dear Sir,

It is a
dirty shame that Mr. R.V. Wood
the General Supt. of the
St. L. & S.F. R.R. Co. have treated
this Colored Switchmen
in the Memphis Terminals
The Back time that you
had ishered them, they
have been beaten out of it
by the Supt and the
General Time Keeper. The
I.C. R.R. and the Union
R.R. Cos. has paid their
Colored Switchmen and.

AUG 20 1918

it is wrong for those other to be treated in such a way as that. So we ask you to take up the matters for those Colored Switchmen. Remember the great favors the Colored Switchmen did in 1894. When live stock was starving in cars and perishable thing was spoiling in cars.

The Colored Switchmen was loyal to the R.R. Cos. and is now loyal to the government with the Liberty Loans just as the White men are.

Why would you stand for them to be treated that way?

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL
WASHINGTON

E-28-11

B. L. WINCHELL
REGIONAL DIRECTOR
G. R. LOYALL
OPERATING ASSISTANT
A. R. SMITH
TRAFFIC ASSISTANT

SOUTHERN REGION

HEALEY BUILDING
ATLANTA, GEORGIA

August 11, 1918. c

DIVISION OF LABOR.

ack 6

AUG 14 1918

Mr. W. S. Carter,
Director, Division of Labor,
Washington, D.C.

Dear sir:-

Yours of July 11th, attaching copy of pen written letter signed by "Georgia Railroad Colored Brakemen".

I have directed that the Colored Brakemen on the Georgia Railroad be paid strictly in accordance with Article 6 of General Order No. 27.

Yours truly,

B. L. Winchell
Regional Director.

2

July 11,1918.

Mr. B. L. Winchell, Regional Director.
Healy Building,
Atlanta, Georgia.

Dear Mr. Winchell:

I herewith attach copy of pen written letter signed "Georgia Railroad Colored Brakemen".

Ordinarily no attention is paid to anonymous communications, but I know that certain colored employes are very timid in making complaints to the Director General, and fear that if their names were attached thereto it would jeopardize their employment. I know that such fears are unfounded now that the roads are under Government control, but it would be hard to convince these colored men of that fact for some time to come.

Will you kindly make such investigation as you deem necessary to ascertain if the several railroads employing colored brakemen, firemen and switchmen are paying the rates provided for in Article VI of General Order No.27, and advise?

Thanking you for your kindness in the matter, I remain,

Yours truly,

W. S. CARTER

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FORM A. 151 6-28-17 30M

RL

GEORGIA RAILROAD

Augusta Ga.
June 29 1918

OFFICE OF DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR.

JUL 1 1918

JUL 1 1918

Mr. W. G. McAdoo.
Director Gen. of Railroads
Washington D.C.

Dear Sir will take the Privilege of writing you to inform you how we are being treated here Relative to Scale of Pay recomended by you. We are all Colored Brakeman on the Ga. R.R. between 75 & 100 & we ask train master how much we were to Recive affection June 1st & he said we would get $1.60 per 100 miles when we are entitle to $3.54 per Hundred the same as flagmen per your Recomendation we have no union to Represent us & ask you in a Humble way & to see that we are treated right Thank you in advance we remain your obedient servant

Augusta Ga. Ga. R.R. Colored Brakeman.

GEORGIA RAILROAD

Augusta, Ga., June 29m1918.

Mr. W. G. McAdoo,
Director General of Railroads,
Washington, D.C.

Dear Sir:

Will take the privilege of writing you to inform you how we are being treated here relative to scale of pay recommended by you. We are all colored brakemen on the Ga. R. R. between 75 and 100, and we ask trainmaster how much we were to receive effective June 1st, and he said we would get $1.60 per 100 miles, where we are entitled to $3.84 per hundred, the same as flagmen per your recommendation. We have no union to represent us and ask you in a humble way to see that we are treated right.

Thanking you in advance, we remain,

Your obedient servant,

Ga. R.R. Colored Brakemen.

August 26, 1918.

Mr. B. L. Winchell,
Healey Building,
Atlanta, Ga.

Dear Sir:

I beg to acknowledge receipt of your letter of August 11th which is in reply to mine of July 11th in regard to complaint of colored brakemen on the Georgia R.R., and I thank you for your kindness in the matter.

Yours truly,

W. S. CARTER

5-ACB

E-38-14

August 27, 1918.

Mr. Grant Spence,
100 Florida St.,
Thomasville, Ga.

Dear Sir:

Your letter of Aug. 19th addressed to the Director General of the Railroads has been referred to this Division. I understand from your letter that you are employed by the Atlantic Coast Line R. R. as a train porter or some such position and with the information furnished it is not possible for me to advise the exact rates you would be entitled to under Order No. 27. I feel sure that if you would take this matter up with the proper officer of the Atlantic Coast Line R. R. you would secure complete information with reference to the manner in which Order No. 27 was applied to your Division.

With reference to assignment to freight service will say that this is a matter over which the Division of Labor would not have jurisdiction as the rules in effect on each railroad would govern the assignment of employees.

Very truly yours,

W. S. CARTER

4-McC

GENERAL
LROADS XXX

26999

Cb

Thomasville, Ga. Aug 19th 1918.

Mr. W. M. McAdoo, Director Genl
of R.R. Washington, D.C.

AUG 23 1918

Dear Sir:

This letter comes to you for information concerning my employement with A.C.L.R.R.Co, I have been employed by this Co, for tweenty two years. I was with this Co, when the brakemen used link and pen. Now I am train hand, from Montecella, Fla, to Albany, Ga. Schedule as follows. Leave Montecella, Fla. At 4.50 A.M. arrive at Thomasville, Ga. 5.50 A.M. Leave Thomasville, Ga. 9.55. A.M. Arrive at Albany, Ga. 12.15. P.M. Returning. Leave Albany, Ga. 4.10 P.M. Arrive at Montecella, Fla. 7.40. P.M. In order to hold this run, I have to rise every morning at 3.50. A.M. My duties are to clean up train switch cars brass up cars handle express, put away train at night. It is 8.30. P.M. before am releaved from duty. In connection with this I do not think the pay comes up to the allottment. I have drawn for Jan back time $12.87¢. For Feb back time $24.37¢. And the other three months $43.95¢. I am not asking for any more than what is allotted to this run. If there is no more allowed the porter running brakeman on passenger train, I ask for right on regular freight train. I have two suits of uniform to buy every year, and everything has advanced in prices, so I cannot live on wage scale at this run. I am now on pays. I have been with this company until I have got to be almost an old man. I am asking your decission on this matter. The passenger train hand only receive $60.60¢ per month. My baggage master is drawing $125.00 per month right by me and does not have near the work to do.

Yours awaiting an early reply.

Grant Spence ~~Porter~~ Brakeman on P. Train

Witness Captian Willis

Witness John Murray

Witness John A Kenheart

Witness Geo Rich

Witness Arther Summer

Witness Henderson Colwell

Address 100 Florida St

City Thomasville Ga

DIVISION OF LABOR.

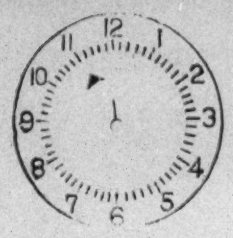
P.S.

I have no one to call me at either place. I have to awake myself to hold this job at both ends.

AUG 24 1918

E38-11

DIVISION OF LABOR.



Fort Worth, Texas. August 17,1918.

AUG 22 1918

Mr. W. S. Carter, Director,
Division of Labor, U.S., Railroad Administration,
Washington, D. C.

Dear Sir:-

I am a colored man and a brakeman on the Frisco Railway System between Fort Worth and Brownwood. My duties are those of both a porter and brakeman. The salary which I have been drawing is $71.50 per month. On the 1st of June the salary of the job such as I hold was increased to $114.80 and I received that salary for the Month of June, but on the following month they again reduced this salary to $71.50.

I am on the daylight run on the train between Fort Worth and Brownwood. O. C. Wilburn,another colored man on the run with me and holding the same kind of job, has had the same experience. I am writing this letter in his behalf as well as my own to ascertain from you whether we will not be permitted to continue to draw the increased salary, as we understand that the regulations now in effect require.

We will be pleased to give you such additional information in regard to this matter as you may wish.

Yours very truly,

J. C. Curry

Address:

1200 Edwards Street,
Fort Worth, Texas.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

G. H. SINES, CHAIRMAN
F. F. GAINES, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
A. O. WHARTON

J. A. EMMART, SECRETARY

718 EIGHTEENTH STREET, N. W.

August 12, 1918.

Mr. J. C. Curry,
1200 Edwards St.,
Fort Worth, Texas.

Dear Sir:

Your letter of August 6th to the Honorable W. G. McAdoo, relative to the application of General Order #27, should be addressed to Mr. W. S. Carter, Director, Division of Labor, U. S. Railroad Administration, Washington, D. C., who has jurisdiction over matters of this nature.

Very truly yours,

Secretary.

August 31, 1918

Mr. J. C. Curry,

1200 Edwards street,

Fort Worth, Texas.

Dear Sir:

Replying to your letter of the 17th inst., will say that if there is a misunderstanding between yourself and the railroad, a joint statement should be drawn up, in triplicate, giving the contentions of both parties, and signed by the official of the railroad and yourself.

When this is done, the same should be forwarded to this office, and an interpretation will be promptly given of the matters in dispute.

Yours very truly,

W. S. CARTER

BK W

Raleigh. N.C. E-38-11

Passenger Brakeman & Porters

United States Railway Commission
Hon. W. G. McAdoo Director Gen.
Washington, D.C.

Sir — We the colord Road Passenger Brakemen of the S. A. L Railway Div. feel agrieved, because we do not receive equal pay with men who are in the same Class with us according to Gen. Order No 27 'Pamphlet' issued May 25, 1918. Page 19

We are men who have proven ourselves faithful by long, continued and unbroken Service in this Division from 5 to 40 years.

We would respectfully ask an investigation in the matter of our pay in back time; that we may feel Satisfied that it was paid to us according to your intention.

Hon. Sir — We are the General utility of the whole train — the 'Porter' is every bodys man from the Engine to the rear Coach, again, he Charge and discharge

cars to and from the train—
Pacts hot boxes, brase cars,
changes all switches;
and if the Fireman falls by
the Wayside — we have to
put on our over-alls and go
over to the engine and keep up
Steam until we are relieved
at some place some where.
Thanking you for your time and
patiende.

your faithful servant
Jas. Robinson

Names	yrs in Service
Peter Holmes	40 yrs
Willis Crumpe	20 "
Oscar Bailey	15 "
James Robinson	32
Henry Bate	10
Charley Cogmuly	10
Frank Jones	7
Joshua Ingraham	16
George Sidgraves	20
Thomas Sidgraves	20
George Lindsay	25
Mack Baxter	17
Walter Bass	12
Mathew Lambert	25
John Thomas Jr	28
Ed Dennis	7
Caleb Magnes	9
Richard Spikes	10
Charles Jackson	7
Frank Miller	11
Dick Carpenter	27
William Moore	19

Name	yrs. in service
John Anderson	7
Charles Konnegay	10
Jonny Reed	11
Perry Reed	13
George Smith	21
Gilbert Mitchel	7
John Clark	8
Jim Reed	5
Dock Stripes	6
Ben Washington	9
Bob Watson	10
Sam Coops	10
Sam Hicklin	12
Jim Mason	33
John Moore	12
Mathew Jeffries	17
John Parson	10

These are the present porters which are represent, though we have as many more which we have not the money to hire cause it is inconvenient to get them

Sept. 4, 1918.

Mr. James Robinson,

Raleigh, N. C.

Dear Sir:

With reference to your complaint as set forth in memorandum addressed to the Director General, which you delivered to the Division of Labor in person and in which you contend that colored porters who are employed in the passenger service and who act as porter and passenger brakemen should be paid the rate provided under General Order No. 27 for passenger brakemen, I find that an opinion has been rendered to the effect that this order does not affect past practice and, therefore, would not give passenger trainmen's pay where employes have not formerly been paid on that basis, but that if the purpose of the employes who occupy the combined position of porter and brakemen is to secure an increase in wage for their services in the dual capacity, Article 8, General Order 27 gives them permission to file with the Board of Railroad Wages and Working Conditions such request, when the Board will give the matter consideration and make such recommendations to the Director General as they believe proper.

You will please show this letter to those whom you represent and whose signatures were attached to the memorandum presented to the Division of Labor this date.

Very truly yours,

S. A. FRANKLIN

Assistant to the Director.

2-McC

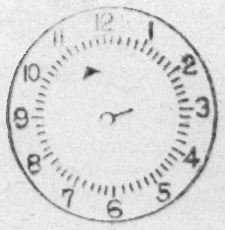
E 38-11

8./19/18.

Mr.W.S.Carter, Director; Division, of Labor.
Dear, sir I Have a greavence, to report, to you .and hope you will accept, my report, and give my case; considerratin. i am a colord, Man working, on the M.K&T.Rail-Road. and working, in Passinger, Train Survice. i understand, that the Negro, man when doing the same, class, of the white he is to receive the same, pay i am a head-end Flag-man i am jest as responcibul; for the frunt end of, Train, as the rear-end flag-man is for the rear-end. besides,that; i am to see after the Venterlation, and heating, of the cars. i must, see after, the Equipment, for the whole train i am the first, man on duety, and the last man off. and yet thay pay me. $77.55.¢ and now thare, is some talk of cutting, my Weges, to $71.50.¢ this is being don after i had taken out $100.D.liberty,L. and 30.Dollers, worth of W.S.S. thay say we ar classed, as ch.car, Porters, but i am not, i fill the place of a brakeman, and have, Been for, Five years, for this rail-road. and i think i am entitle the same pay that the flag-man gets i am a way from home the same lenth of time he is and i hafter, pay 50¢pr.meal, jest like him, i hafter, pay 50¢.pr.night, for a bed jest like him and my, wages, is not enuff, to meet all of thease, bills. Please deside this for me. and oblige your survant.respectfully;

A.M. Mallard
2204 Morgan ave
Parsons Kans.

DIVISION OF LABOR.



AUG 22 1918

September 7, 1918

Mr.A. M. Mallard,
2304 Morgan avenue,
Parsons, Kans.

DearSir:

Your letter of August 19th, in which you state that in your position as headend flagman for the M. K. & T. Ry. you should be entitled to brakeman's wages, has been received.

For your information will say the Board of Railroad Wages and Working Conditions has given consideration to positions such as yours, and I trust in the near future an order will be issued to cover.

Yours very truly,

W. S. CARTER

BKW

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL
WASHINGTON
718 EIGHTEENTH STREET, N. W.

E-38-11

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS
G. H. SINES, CHAIRMAN
F. F. GAINES, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
A. O. WHARTON
J. A. EMMART, SECRETARY

A Robertson
Sh L
Fed Mgr

July 6, 1918
C-42

Mr. W. S. Carter,
Director, Division of Labor,
United States Railroad Administration.

Dear Sir:

The attached letter from congressman Ayres, in behalf of one Arch Monroe, employed as brakeman on the Missouri Pacific, and addressed to the Director General of Railroads, has been referred to this office.

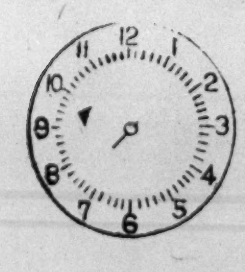
Inasmuch as this is a matter of interpretation, and also that the brakeman referred to is apparently not a member of an organization, it is deemed adviseable to refer same to you, in view of letter having been addressed to the Director General.

Very truly yours,

J A Emmart

Secretary.

DIVISION OF LABOR.



JUL 9 1918

W. A. AY
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House of Representatives U. S.

COMMITTEE ON THE POST OFFICE AND POST ROADS

Washington, D. C.

OFFICE OF DIRECTOR GENERAL OF RAILROADS

OFFICE OF CENTRAL ADVISORY PURCHASING COMM.

JUL 6 1918

July 5, 1918.

The Director-General,
U. S. Railroad Administration,
Washington, D. C.

64

My dear Sir;

I am writing you on behalf of a colored man residing in my district, with whom I am very well acquainted, and whose case I would be pleased to have you refer to the proper authorities for consideration. This matter has been referred to me by a number of this man's friends.

Arch Monroe is the only colored man in southern Kansas working as a brakeman on the Missouri-Pacific. There are two trains on this run between Coffeyville and Conway Springs, Kansas. On one of these trains there is a white brakeman who does the same work as Monroe . Now Monroe was compelled to take the standard examination before he was allowed to accept a position as brakeman and he now receives the wage of $71.50 a month, while the white man gets $114.80. At times these two trains are made up of mixed trains and the brakemen are compelled to handle stock as well as passengers. I am reliably informed that the white brake man receives an extra compensation for this extra work but the colored man has not been given any consideration for this work. I know of no reason why such a discrepancy should be made, excepting the man's color and I am sure this Administration will not countenance any such distinctions. The work of a brakeman is just same, whether it is done by a white man or by a colored man and surely the wage for such work should be the same.

Monroe has been in the service of the Missouri Pacific railroad since 1890 . He has been a faithful employee and has never served a day for disobedience or for any other cause. I know him well and know that he is one of the last men to make a complaints. His friends who are white men , have asked me to present this case to your Department and I trust you will

RES
ISTRICT KANSAS

House of Representatives U. S.

COMMITTEE ON THE POST OFFICE AND POST ROADS

Washington, D. C.

investigates the facts thoroughly and advise me of your decision in the matter.

For your information I might add that the brakemen are supposed to receive the compensation of $114.70 under General order No. 27, but Monroe, only receives $71.50.

Thanking you for the attention and consideration you may give this matter, I am

Very truly yours,

W. A. Ayres

July 27,1918

Mr. A Robertson,
Federal Mgr., Missouri Pacific R.R.,
St Louis, Mo.

Dear Sir:

I am enclosing herewith copy of letter addressed to the Director General of Railroads by Congressman W. A. Ayres, and referred by the Director General of Railroads to this Division.

You will note that this communication has reference to the rate granted to Arch Monroe, alleged to have been employed by the Missouri Pacific on Southern Kansas as a brakeman, and who now receives a rate of $71.50 per month, while a white brakeman doing the same work receives $114.60.

In order that I may have information upon which to base a reply to Congressman Ayres, will you please have this matter investigated and advise me the facts?

Yours very truly,

W. S. CARTER

46.

File E-38-11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON, D. C.

A. ROBERTSON,
FEDERAL MANAGER

SOUTHWESTERN REGION

RAILWAY EXCHANGE BLDG.,
ST. LOUIS, MO.

MISSOURI PACIFIC RAILROAD
ST. LOUIS SOUTHWESTERN RAILWAY
LOUISIANA & ARKANSAS RAILWAY

DIVISION OF LABOR

August 3, 1918.

F-R.

Mr. W. S. Carter,
Director, Division of Labor,
Washington, D.C.

AUG 5 1918

Dear Sir:

Answering your letter July 27th, enclosing copy of communication from Congressman W. A. Ayres, relative wages paid colored Brakeman Arch Monroe, on Southern Kansas Division of Missouri Pacific, beg to advise that Monroe is the last one of the colored Passenger Brakemen left West of Kansas City on our line, and in accordance with Article 7 of Order 27 he is being paid the rate which applies to white Passenger Brakemen, effective with June 1, 1918.

Yours truly,

A. Robertson

Federal Manager.

August 9,1918.

E-38-11

Hon. W. A. Ayres,
House of Representatives,
Washington, D. C.

My dear Congressman:

Your letter of July 5th addressed to the Director General of Railroads citing an instance where it is alleged a colored passenger brakeman, by the name of Arch Monroe, employed on Missouri Pacific train, operating between Coffeyville and Conway Springs, Kansas, was denied the same rate paid white brakemen on the opposite run, has been referred to this Division.

In reply will say that I have taken this matter up with the Federal Manager of the Missouri Pacific Railroad, and under date of August 3rd, he advises as follows:

> " Monroe is the last one of the colored passenger brakemen left westof Kansas City on our line, and in accordance with Article 7 of Order 27, he is being paid the rate which applies to white passenger brakemen, effective with June 1, 1918".

You will note from the above that whether or not, it was the intention of the Missouri Pacific to improperly apply Order 27 in this instance, the matter has been straightened out for the benefit of the colored passenger brakemen.

Yours very truly,

W. S. CARTER

4-38

August 9, 1918

E-38-11

Mr. A. Robertson,
Federal Manager,
Southwestern Region,
St. Louis, Mo.

Dear Sir:

I have your letter of August 3rd in reply to mine of July 27th and note that the Missouri Pacific Railroad has applied Order 27 to the position of colored brakemen, on the Southern Kansas Division, and that effective June 1st, 1918, Arch Monroe was given the same rate of pay as is being paid white passenger brakemen similarly employed.

In writing you on July 27th, I overlooked to mention one portion of the complaint, which is to the effect that at times passenger trains, between Coffeyville and Conway Springs, where Monroe is employed, are required to handle stock, as well as passengers, and that white brakemen receive extra compensation in connection with extra work in handling stock, while colored brakeman has not been granted extra pay for doing this work, in addition to his duties as passenger brakeman.

May I ask that you go into this matter, and advise as to the extra compensation for handling stock. You understand, of course, that Order No.27 provides that there will be no discrimination as between a white brakeman and a black brakeman, where the same service is required.

Yours very truly,

W. S. CARTER

4-SS

W. A. AYRES
8TH DISTRICT KANSAS

File E-38-11

LABOR

House of Representatives U. S.

COMMITTEE ON THE POST OFFICE AND POST ROADS

Washington, D. C.

AUG 10 1918

August 9, 1918.

Hon. W. S. Carter, Director,
Division of Labor,
U. S. Railroad Administration,
Washington, D. C.

My dear Mr. Carter;

Sometime during the early part of July and again on Agust 1st, I wrote to the Secretary of the Railroad Administration in regard to an alleged unfair practice carried on by the Missouri-Pacific Railroad on a runn between Coffeyville and Conway Springs, Kansas.

It had reference to a colored man, Arch Monroe, who was performing the same duties as brakeman and was only receiving a compensation of some seventy dollars for his month's work whereas the white brakeman received $114. 50 for the same kind of work. The colored man is often called upon to handle stick for which he receives no added compensation, whereas the white brakeman does receive an extra allowance for this work.

I was informed by the Secretary today that my letter had been referred to you for your consideration and I will certainly appreciate it if you will advise me of your opinion regarding the matter.

Thanking you, I am

Cordially yours,

W. A. Ayres

August 14, 1918.

My dear Congressman:

Your letter of August 9th in regard to case of one Arch Monroe has been received. I wrote you under date of August 9th in reply to your former communication, which I presume you have received by this time, but in case that same has not reached you, I am enclosing herewith a copy of same, which please also consider as a reply to your letter of August 9th.

Yours truly,

W. S. CARTER

4-ACB -Encl.

Honorable W. A. Ayres,
9th District Kansas,
House of Representatives,
Washington, D.C.

8-38-11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL

WASHINGTON, D. C.

A. ROBERTSON,
FEDERAL MANAGER.

SOUTHWESTERN REGION

MISSOURI PACIFIC RAILROAD
ST. LOUIS SOUTHWESTERN RAILWAY
LOUISIANA & ARKANSAS RAILWAY

RAILWAY EXCHANGE BLDG.
ST. LOUIS, MO.

September 6, 1918.

F-R

Mr. W. S. Carter,
Director, Division of Labor,
Washington, D.C.

Dear Sir:

Answering your letter August 9th, with reference to pay of colored Brakeman Arch Monroe, on Southern Kansas Division, beg to advise that investigation shows Monroe is being allowed extra compensation when handling stock on the same basis as white Brakemen, and that there is no discrimination being made as between Monroe and the white man on the opposite run.

Yours truly,

A Robertson

Federal Manager.

DIVISION OF LABOR.

SEP 10 1918

114274

September 11, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of the 9th inst., in behalf of colored porters and brakemen, operating out of Columbus on the Central of Georgia Railroad, who, you feel, are not being given their seniority rights.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) W. B.

Mr. P. Senior,
1214 East 7th St.,
Columbus, Ga.

C.R.

September 16, 1918.

E-58-11

My dear Congressman:

Referring further to my letters of August 9th and 14th with reference to application of Order No. 27 to colored brakeman Arch Monroe, employed on the Southern Kansas Division of the Missouri Pacific R.R.

As the first reply received from the Federal Manager of the Missouri Pacific indicated that Mr. Monroe was receiving the same rate as was being paid white brakeman on opposite runs but failed to state whether colored brakeman Monroe was being extra compensation when handling stock the same as white brakemen was receiving, the matter was again taken up and I now advise that Mr. Monroe is receiving the same wages for extra work as the white brakemen receive.

Yours truly,

W. S. CARTER

Honorable W. A. Ayres,
House of Representatives,
Washington, D.C.

4-ACB

September 16, 1918.

E-38-11

Mr. A. Robertson,
Federal Manager, Missouri Pacific Ry. Co.,
St. Louis, Missouri.

Dear Sir:

This will acknowledge receipt of your letter of September 6th with reference to application of Order No. 27 to colored brakeman, Arch Monroe, on the Southern Kansas Division.

Thanking you for this information, I remain

Yours truly,

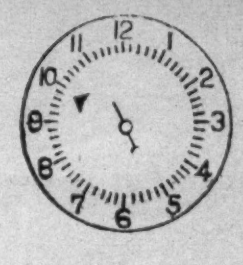
W. S. CARTER

G-AGB

File E-38-11

97 Larkin Street,
Atlanta, Ga.
August 29, 1918

DIVISION OF LABOR.



Mr. W. S. Carter,
Division of Labor,
U.S. Railroad Department,
Washington, D.C.

Dear Sir:-

SEP 13 1918

I have your letter of August 15th in response to one which I sent you July 31st.

I have read carefully Article 6 of General Order #27 and in fact I had read this before I received the copy which you sent.

I note also what you have to say regarding the matter of increased compensation for colored train porters, but this is not on account of service of this class that I am asking an increase in pay.

I suppose my name is probably carried on the roster and pay roll as a porter, but in reality I am now and for 20 years have been performing the duties of a trainman in addition to the duties of a porter and it is on the basis of a trainman's duties that I claim an increase in pay together with pay for back time as well.

In further support of this claim I wish to state again that whenever, for any cause, I am off a white man is put in my place and receives flagman's pay for his services.

My understanding of Article 6, General Order #27 is that there shall be no discrimination as between Negroes and whites when performing the same service and if this is correct I think I am clearly entitled to the increase which I seek.

If you wish proof of my statement regarding the service which I perform and the statement that when I am off a white man is uniformly put in my place at flagman's salary, I take the liberty to refer you to my conductor, Mr. W. A. Woodall, Fort Valley, Ga.

With the earnest hope that you may give this matter favorable consideration, I am, Yours truly,

Alex Brooks

Columbus [illegible]., July 25th, 1918.

Mr.W.A.Woodall;

Gus Brookins thinks his June check was short. Please figure his time for him.

His rate is $1.21 per trip, and he made 60 trips; making total amount earned $72.60 less $10.00 for Liberty Bond, leaving a balance of $62.60 due him.

Yours truly,

[illegible] Reynolds

Time Keeper.

Washington, D. C., August 10th, 1918.

Mr. W. A. Woodall.
Fort Valley, Ga.

Dear Sir & Bro:-

Referring to yours of July 29th with reference to rate being paid your Porter, Gus Brookins.

Article VI of General Order No. 27 issued by the Director General of Railroads, makes the rate of pay for colored Firemen, Trainmen and Switchmen the same that is paid white men in same capacities.

Gus is carried on the roster and pay rolls as a porter but in reality is performing the duties of a trainman in addition to his duties as porter and as you say when he gets off for any cause a white man is put on at flagmans pay in his place, ~~and~~ considering these circumstances there is room for good argument in favor of this porter being paid flagman's pay on this run instead of porters pay.

With kindest regards, I am,

Yours Truly, in P. E.

General Chairman.

Art 6

Geo Brookins

97 Larkin Street,
Atlanta, Ga.,
July 31, 1918

DIVISION OF LABOR.

E-38-11

The Director of The Division of Labor,
U.S.R.R.Administration,
Washington, D.C.

Dear Sir:-

AUG 5 1918

In "General Order #27" U.S.R.R.Administration, I notice that when doing the same work, Negroes are to receive the same pay as whites. For a number of years I have acted as trainman on the Southern Railway between Atlanta and Fort Valley, making one round trip each day with a total of 210 miles travel daily. On another line of the same railway system from Atlanta to Columbus, where two trains are operated, there are three trainmen each running two days in succession with a 3rd day off and while the distance is a little greater, each of these men not only have their 3rd day off but receive larger salary than I do. It is also true that whenever I am unable for any reason to take my regular run a white man is given the place and is paid a larger salary.

That my work is satisfactory is proven by the fact that I have been in the service on the road for over 25 years and wear a medal awarded for faithful service by President Fairfax Harrison.

Under the circumstances I thought it my duty to call your attention to this matter with the earnest request that you will please investigate and see that proper adjustment of salary is made.

Thanking you in advance for any consideration shown,

I am

Very respectfully yours,

Geo Brookins

August 15, 1918.

Mr. Gus Brochins,
97 Larkin St.,
Atlanta, Ga.

Dear Sir:

Your letter of July 31st has been received.

I am enclosing copy of General Order 27 and would call your attention to Article VI. For your information will say that the Board of Railroad Wages and Working Conditions is now considering the question of increased compensation for colored train porters, and if this is the class of service you are performing, your interests will be taken care of in the recommendations this Board will make in the near future.

Yours truly,

W. S. CARTER

5-33

September 30, 1918.

File No. E-38-11.

Mr. Gus Brookins,
97 - Larkin St.,
Atlanta, Ga.

Dear Sir:

Referring to your letter of the 29th ult., relative to compensation for colored train porters, will say this matter is being considered by the Board of Railroad Wages & Working Conditions and as soon as a ruling is made all persons interested will be advised.

Yours for the Fourth Liberty Loan,

W. S. CARTER

W-MBL
Enc.

DIVISION OF LABOR.

New Orleans La Sept 30-1918

Mr W. S. Carter Director of Labor Washington D. C.

My Dear Sir the Wages and Working condition on the Louisiana Rail Way-Navigation Co are not as Has Been Ordered as Breakman Firemans and Passenger Train Flagmans are not Geting near the Raise that are Given mens on other Roads and are Required to Put in ten Hours and Forty minuits to constute a daily Work now if the adamson

law are only to Benight a
Posion of the Rail Roadmen
not anyother Road in the
State that the Local Freight
train men Have To Gone Hundred
and twenty Eight miles now
We are Working ten Hours and
Forty minits for a day When
the law Say Eight Hours is
a Bacisic days work all
men Here To Get a Raise
of 12ct or Twenty Five
Dollars Per month that
Here Getting Less than a
Hundred Dollars Jan 1
1918 But the Louisiana Rail Way
Has not Given the Collered
men any more Wofie yet

Will Investigate Same
and Have them Put their
Employee In a living
Basis Hope To Hear
From you Soon I
am your truly
Jim Wilson #2645
Gravier St. N.O. La

E 38-11

October 5th, 1918.

Mr. Jim Wilson,
2645 Gravies Street,
New Orleans, La.

Dear Sir:-

Your letter of the 30th ultimo, addressed to the Director of Labor has been received.

Herewith attached is copy of Supplement #6 to General order 27, and if you will take the matter complained of up in accordance with the attached supplement, we willhandle it promptly for you.

Yours for the Fourth Liberty Loan,

W. S. CARTER

d.

Mr Carter

DIVISION OF

E 38-11

OFFICE OF DIRECTOR GENERAL OF RAILROADS

OCT 28 1918

Martinsburg, W. Va.
10-27-18

OCT 28 1918

Mr. W. G. McAdoo,
Director General of Railroads

Mr. McAdoo. I am writing you a letter of complaint as to my Pay and Raise and just want you know just what I am doing. I have been on the stop division since 1880. I make 5100 hundred miles a month and my check is never over $49.50 per month and all the rest of the train crew have Recd they

Raise Except myself
and it is impossible
for me to support my
family with that agt.
When Ever a switch is
Changed, or Crossing to
be Flagged I am the
man does it. also
works Baggage at Each
stop & Express havent
lost one day on my
Run in two years
so I ask of you Please
sir Please see that I
get what the Raise Calls
for

And oblige

Abe. Thompson. Col.

Train Porter
14 Ralph St Asheville.
N. C.

October 31, 1918.

E-38-11.

Mr. Abe. Thompson,
14 Ralph St.,
Asheville, N. C.

Dear Sir:

Your letter of October 25th addressed to the Director General, has been referred to this Division.

For your information will say the question of rates of pay and working conditions for train porters is now in the hands of the Board of Railroad Wages and Working Conditions and it is expected they will submit their recommendations in the near future, when an order will be issued to cover.

Yours very truly,

W. S. CARTER

S-HH

Washington, D. C.,
11, 1918.

In order that you may fully understand whether we are serving as train porters or trainmen, We hereby set forth the duties of a porter.

The run is from Clifton Forge, Va. to Washington, a distance of 211 miles. The train leaves Washington at 2:00 P. M. and is due in Clifton Forge at 9:00 P. M. If the train is late and doesn't reach Clifton Forge until 1:00 A. M., we are not paid for the extra time. Every man on the crew gets paid for overtime except the porter.

After leaving Clifton Forge, the porter commences to handle the baggage, afterwards following the conductor through the train, helping him to get the transportation from the passengers. When the conductor has finished collecting the tickets, he begins to assort them. In the mean time, the conductor leaves the train entirely in the charge of the porter. He has to look after all local stops, the picking up and putting off of passengers, and giving signals to go ahead. He has to open up trap doors, wipe handle bars, and regulate the steam, in order that the car should be the proper temperature for the public.

When the traim reaches Orange on the Southern, the porter has full charge of the train from Orange to Alexandria. The flagman goes on the rear, and the porter gives the signals to make the local stops, catches all signal blocks, and reports to the conductor when he comes over. If there is any break down, nuckle break, or hot box, the porter must be there to help fix them.

The above are the duties of a porter's job on the run from Washington to Clifton Forge and back. We will leave it to you to decide whether we have porters' jobs or trainmen's jobs, as for all this work we receive only $59.00 per month.

Yours respectfully,

E-88-11

No Form

October 4, 1918.

DIVISION OF LABOR.

To the U. S. Wage Commission,
Washington, D. C.

Gentlemen:

OCT 29 1918

We, the undersigned Train Porters on the Chesapeake and Ohio Railway, wish to petition you for more money. On account of the high cost of living our present salary of $59.00 per month does not allow ends to meet.

Our duties on the train are to wait on passengers, help them on and off of trains, and assist in baggage car to store baggage and load and unload same.

We hope you will give this matter your consideration as our rate of pay does not equal that of station porters and baggage helpers although we are at a greater expense.

Very respectfully,

Winston Poindexter
Otis Wallace
Thomas Ferguson
Robert Bloom
Lapr Wallace
C. Lewis
J H Morris
roy lee
A Johnson
R. A. Williams
Glen Wallace
John Grumbles
R. S. Murrell
Melvin White
Matt Epps
Randolph Morris
Ja Pierce
Ed Morrell

William Poindexter

Form 2552

STANDARD
9-18-100000

51959

TEXAS & NEW ORLEANS RAILROAD COMPANY

OFFICE OF

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

TEXAS & NEW ORLEANS RAILROAD

DIVISION OF LABOR

NOV 7 1918

November Second,
Nineteen Eighteen,

United States Railroad Administration,
Hon. W. G. McAdoo, Director General,
Washington, D.C.

Dear Sir:-

The undersigned, all employees of the Railroads, working in the capacity of porters on passenger trains respectfully advise that we have not received all of the monies due us for back pay in accordance with instructions issued from the office of the Director General of Railroads.

We further submit that we are not receiving pay in compliance with your orders, in that we and each of us are receiving only one half as much as Flagmen.

We would therefore respectfully request that you cause this discrimination in the payment of our salaries to be investigated.

Thanking you in advance for whatever interest you may take in our cause, we are,

Respectfully,

Dan Price
Train Porter
~~2434 Commerce~~
2635 Commerce Street
Dallas Tex

Dick Barclay
633 Forsythe St.
Beaumont Texas

L Stewart
290 Dewillinna st
Beaumont Texas

J. Harris
172 grant st
Beaumont Texas

T_.N.O.R.R. Dall as_.Sabine, Div.

D MacKlin
2520 Main st
Dallas

November 8,1918.

E-38-11

Mr. Dan Price,
2635 Commerce St.,
Dallas, Texas.

Dear Sir:

Letter of November 2nd signed by yourself and various other employees of the Texas,& New Orleans Railroad which was addressed to the Director General has been referred to this Division.

For your information will say that the Board of Railroad Wages and Working Conditions is giving consideration to the class of employees you represent and it is expected that they will submit their recommendations to the Director General in the very near future, when an order will be issued by the Director General to cover.

I would suggest that you take no further action in regard to your complaint until this order has been issued.

Yours truly,

W. S. CARTER

S-GH

DIVISION OF LABOR.

178

E-38 11

9/24/1918

Op

Savk Ga

SEP 26 1918

Mr. Chas. S. Carter Dear Sir
i recived your letter to date
i am asking for more
information you said in yor
letter that the colored firemen
are intitled to the increase as
provied in article 6 to general
Order no. 27 Will you kindly
explain it to me as i have not
seen that order i would be
very glad for you to advise me
more about this Back time pay
i am not with the seaboard at this
time i am with the atlantic coast line
i finds that the colored firemen
are not getting what belongs to
them Will you kindly inform

about this Matter as they all
feel so Dissatisfied about it
i would Be glad to know the full details
about this Matter so i can explain it to
the Boys my reason for leaving
Seaboard is my Back time was Wrong
and i could not get no satfaction
about it i tried in every Way
i Could But got none
Hoping to hear from
you at an early Date
yours truly Will Ingram

512 Huron East

William G. Ingram

December 20, 1918.
E-38-11

Mr. Will G. Ingram,
513 Hurnon, East,
Savannah, Ga.

Dear Sir:

This will acknowledge receipt of your letter of September 24th with reference to rates of pay applicable to colored firemen. I note you are not in possession of General Order No. 27, and I am enclosing you a copy herewith.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should not you not belong to an employees' organization, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-sh

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

WASHINGTON

E-38-11

DIVISION OF LABOR
W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

December 20, 1918.
E-38-11

LABOR

LABOR

DEC 27 1918

Mr. Will G. Ingram,
513 Hurnon, East,
Savannah, Ga.

JAN 6 1919

Dear Sir:

This will acknowledge receipt of your letter of September 24th with reference to rates of pay applicable to colored firemen. I note you are not in possession of General Order No. 27, and I am enclosing you a copy herewith.

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Yours truly,

J. A. Franklin

7-sh

E-38-11

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

WASHINGTON

DIVISION OF LABOR

W. S. CARTER, DIRECTOR

J. A. FRANKLIN
G. W. W. HANGER
ASSISTANT DIRECTORS

December 20, 1918.
E-38-11

LABOR

LABOR

DEC 27 1918

Mr. Will G. Ingram,
513 Hurhon, East,
Savannah, Ga.

JAN 6 1919

Dear Sir:

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Yours truly,

J. A. Franklin

7-sh

12/14-18

Baton Rouge La

62748

E. 38/1

Mr W. G. McAdoo

Genel

Please read this Persinal and Cinect this Great Gross miss Stake with a Poor umble Amount of the Rail road for 30 Years I am Pasenger Brake man and acting Porter on wone of the Branches of the T. and M. R. R. Beteen Baton Rouge La and Coinglon La Round trim train known as the B. R. H. + E train 821 + 822 Running less 80 miles on a 8 our Base we handle all of

DEC 19 1918

Parrible fait Bolen
Batm and ham mun da
to the I.C.R.R
Such as Shaw Bery
Beans Potatues and
pep per By Cair Load
then the Seasm me and
the flag man i am Call
Poter on this train and
only a lowand $2.17 cents
per Day with out no
over time Whin the flag
man and Condnuter air
getting from 2 ours to 145
minuts Eurday and all
So ham gat Back time
from Jany the 1-19-17
to Jany the first-19-18
up to Date while i only
gat a Rase from 50 up to 65
Dalers per month Pay witch
is not Wright-

5

Pay While I'm a Deal to
Im for help in this
Matter I kan ask all
others But you
I'am the only Brakman
and Porter on this Road
trim train Leave
Covington 6.am a
Rive Baton Rouge La 9.30
am Return leave
Baton Rouge for Covington
2.40 P.M. a Rive
in Covington 5.45 P.M
on a 8 or Base makin
from 2 ours to 145 minuts
on time Run day and
Falling Nothing for it While
the Rest air Falling it
write me at Baton Rouge La
Will Smoke } I.C.R.R.
Depot

Dec. 23, 1918

E-38-11

Mr. Will Smoke,
c/o Y. & M. V. R.R., Depot,
Baton Rouge, La.

Dear Sir:

I have your letter of Dec. 14th addressed to the Director General which has been referred to this Division, in which you make complaint in regard to wages and working conditions covering your position as brakeman-porter on the Y. & M. V. R.R.

For your information will say that the Board of Railroad Wages and Working Conditions is now giving consideration to the class of service in which you are engaged, and it is expected that they will submit their recommendations to the Director General in the very near future when an order will be issued to cover. I would suggest that you take no further action in regard to your complaint until this order has been issued.

Yours truly,

8-SS

J. A. FRANKLIN

624 Hargamon St
Raleigh, N.C.

69894

Mr. William G. McAdoo, Director General of Railroads
Wash. D.C.

RECEIVED
OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

My Dear Sir:-

Since the Colored passenger train Brakemen of the Seaboard Air Line Division have been allowed an increase in wages, the fear and have heard it talked that the Rail Roads may attempt to place white men in our places,

I am writing to get a ruling or an expression from you to the effect that such can not be done except by seniority which has always obtained in rail road circles.

Respectfully Yours.

James Robinson
Chairman of Committee

January 30, 1919

File E-38-11

Mr. James Roberson,
624 W. Cannon Street,
Raleigh, N.C.

Dear Sir:

This will acknowledge receipt of your letter of recent date, addressed to the Director General and referred to this Division, in which you state that since the colored passenger train brakemen on the Seaboard Air Line have been allowed an increase you fear and have heard it talked that the railroads may attempt to place white men in their place, and request that we give you a ruling or expression as to whether or not this can be done.

I am attaching hereto a copy of Supplement No.12 to General Order No. 27 which takes care of employes in your class of service, and I also wish to advise you that your fears in this connection are unfounded, and unless you have some specific case where colored breakmen have been displaced for white brakemen, I would suggest that you let the case rest until such time as you have definite information that this practice is in effect.

Yours very truly,

W. S. CARTER

S-LFS

Jan 23rd 1919
Greenwood
Miss

Mr F. F. Gaines
dear sir
In regard to the leter
I am train porter on
38. 37 from Clarksdale
to Greenwood I use
hand & lamp signal for the
protection and movement
of train open and close switches
couple and uncouple cars
hook and chain handle
baggage and express
my pay is only $60.00 dollars
a month the flagman
on the same run is paid

$100.00 dollars and over time my pay is just $60.00 dollars only will kindly take this mater. for me. I have been on this run since June 24th 1918

Very truly Yours.

M. S. Sledge

E-3811

January 31, 1919.

Mr. M. S. Sledge,
Greenwood, Miss.

Dear Sir:

I have your letter of January 23rd relative to claim of wrong application of rate and I am referring this matter to Mr. W. S. Carter, Director, Division of Labor, as it is a case of application.

Very truly yours,

F. F. Gaines.

2/52 Chairman.

Copy, together with original letter from Mr. Sledge, to Mr. W. S. Carter.

LABOR

FEB 1 1919

February 3, 1919.

File B-38-11

Mr. M. S. Sledge,
Greenwood, Miss.

Dear Sir:

Your letter of Jan. 23, addressed to Mr. F. F. Gaines, with reference to rate of pay accorded you in the position you occupy as train porter, has been referred to this Division.

It would seem that the matter involved in your letter is a question of classification, and I would suggest that you take it up with the railroad officials, and endeavor to have them adjust it. If you are unable to arrange for an adjustment in this way, then I would suggest you request them to join you in the submission of a joint statement of fact, in accordance with the provisions of Supplement No. 6 to General Order No. 27, and on receipt of such statement in this office the matter will have further attention. I attach hereto a copy of Supplement No. 6, referred to.

Yours truly,

J. A. FRANKLIN

Assistant Director.

Enc.
7-MBB

76150

E-38-PB

Office of Director General of Railroads
FEB 17 1919
DIVISION OF LABOR.
FEB 17 1919

Denison, Texas.
Feb. 9, 1919.

Mr. Walker D.Hines,
Director General of R.R.
Washington, D.C.

Dear Sir:-

We the colored Passenger Train Emplouer are following the essential duties desegnated as passenger Brakemen or Flagmen, We are fullfiling the duties specifield in supplement #12.of Dec.2nd 1918.

We beg to say that our offical are not treating us right in regards of the rule for over time and our salaries. The board of wages and division of labor and your office appropriate for passenger Brakemen white and colored the salary of $114.80 per. month and over time on mins bases, our offical has curtailed our salary which is a violation the United State railroad orders we are intitle to bach pay from Jan. 1,1918. at the rate of $43.30 par. month we were lenient patriotic during the war and we have always done our best and very best and still doing the best we can,better than any other class of railroad men.

We feel it your duty to see that we are paid the specified amount above mentioned paid like other members of train crew,our officalare dealing very unfair with the colored passenger Brakemen. We kindly advice you that M.K.&.T.R.R. has not got any white passenger Brakemen on her road,the M.K.&T.R.R. has a whiteEngineer, Fierman, Conducter, Train Auditor and Flagmen, the colored man is the Brakemen and the law requires a Brakemen and if our officals recommend us as any other name except Brakemen they have violated the State law and International laws of the U.S.A. We have taken this matter of busibess up with the division Supt. Mr. H.H.Hooper, of Denison, Mr. Hooper refuse to pay over time and back times we also taken matter up with Federal manger, Mr.W.A.A. Webb , of Dallas, admit in his letter that we are entitle to back pay $114.80 per. month and over time. Mr. Webb says he has no order to pay any more from superior officals. The S.P.R.R. & C.R. I.P.&G.C.&S.F are paying her colored Brakemen off accordingly to supplement #12 to General #27 article #6 we kindly ask you to instruct Mr. Webb to pay the colored Brakemrn at once according to Geverment rule and order. If any doubt that we are not entitle to specified amount discountinue the colored men on the M.K.&.T.R.R. Train from St. Lewis to Galvestion.

76034

2-13-1918

DIVISION OF LABOR
FEB 17 1919
Office of Director General of Railroads

Mr. Wm. G. McAdoo Director General of Railroads.
Washington D.C.

Dear Sir Please advise why in your carrying out General order No 27 you enforce the discrimination of white and Colored. the whites have Rec there Increases long time. but her in this case you allow the Colored trainman to do his work take his switch keys but yet his duties are the same except open and close switches and this he must do if ordered by Conductor without Pay. the same high Price the same high Coast of living prices and bridge tax on the whites. with our small wages we have been

Loyal faithfull and Ruited
the General Publick for our
living and Should more so the Salary
Provided than the man whom for
Gave big Salary Please Give us
your Consideration and see
that we be not Mistaken and
our Salary Provided for us by
the Government strong for be
taken away from us at your
Early. we would appreciate
a Public Statement as we have
not Rec what for provided for us.

Yours Respectfully

2-7-1919 E 38 11

74952

DIVISION OF LABOR.

Parsons Kansas

OFFICE OF DIRECTOR GENERAL OF RAILROADS

FEB 11 1919

Mr W G McAdoo

Director General of RailRoads

Dear Sir -

this is to say to you that as a 2nd Experance Rail Road man. filling my Perfisition. & a part of the other crew.

and only allowing us $71.50
per month. we as train porters
cant live at that. we bought
liberty Bonds & thrift stamps & pay in
money to the Red Cross. why cant we
be paid as the Brakes Mon? you
said we must have it & they
are filing to comply with it

3

We Hoped to get in switches and
work the heel end & tiring end &
the Baggs come we hoped help work
then we can't get our right
pay. We know you are willing
But sum how we are not
Receiving it. Please let me
Hear from you.

February 13, 1919.

File E-36-11

Mr. Billie Shaw,
Parsons, Kansas.

Dear Sir:

Your letter of Feb. 7, addressed to the Director General, has been referred to this Division, and I note that you inquire as to why you should not be paid a rate similar to that of brakemen, although you are classified as a porter.

I am attaching hereto a copy of Supplement No. 12 to General Order No. 27, and General Order No. 27 as well, and would suggest that if you find, after reading same, that you have not been justly treated, you take the matter up with your superior officer. If he declines to adjust, I would suggest that you then ask him to join you in the submission of a joint statement of fact, in line with the provisions of Supplement No. 6 to General Order No. 27, copy attached, and on receipt of such statement in this office the matter will have further attention.

Yours truly,

J. A. FRANKLIN

Assistant Director.

Enc.
7-MBB

DIVISION OF LABOR.

Houston, Texas, Feb. 13, 1919.

E 38 11

FEB 20 1919

Mr. W. S. Carter,
Director Division of Labor,
Interstate Commerce Bldg.,
Washington, D. C.

Dear Sir:-

Having read a copy supplement twelve to General Order 27 recently issued by the Director General of Railroads, and being of the opinion that the Colored members of passenger crews known as porters come within the provision of same, we the undersigned train porters of the Houston & Texas Central Ry beg leave to call your attention to the fact that the management of this line claim the order does not apply to us, although we perform every duty required of the White Brakemen-ie

A--Inspect cars and test signal and Brake apparatus for the safety of train movement.
B--Use hand and lamps signals for the protection and movement of trains.
C--Open and close switches.

D--Couple and uncouple cars and engines and the hose and chain attachment thereof.
E--We are not required to compare watches, but that is a matter up to the Company. We are ready and willing to do so and always have been.

Many of the lines have applied supplement 12 to their passenger train porters who perform the same duties as the white flagman or Brakeman, and among other lines in this immediate territory is the Southern Pacific, and in support of our statement as to the duties required of us, we respectfully refer you to the following passenger train Conductors who we believe will be pleased to make you a statement of facts should you desire them to do so:

Mr. V. T. Watson--Houston, Texas.
Mr. R. L. Singer " "
Mr. R. J. Turner " "
Mr. H. E. Evetts " "
Mr. J. T. Lockman " "
Mr. W. F. Ward " "
Mr. J. F. Waters " "
Mr. W. C. Rodgers " "

Mr. Geo. Todd Ennis, Texas.
Mr. Sam Todd " "
Mr. H. Barckley " "
Mr. C. E. McDuffie " "
Mr. C. F. Winkler " "
Mr. T. Singer " "
Mr. Len. Fountain " "
Mr. J. Lockhart " "
Mr. Hall Clanton " "

And in addition to the above named Gentlemen we

can refer you to Mr. F. W. Neal, General Chairman O. R. C., Ennis, Texas, and Mr. J. L. Morgan, General Chairman B.R.T., Houston, Texas, who are both passenger conductors and know well just what performances are required of us.

After hearing that other lines understood and were applying supplement 12, and after waiting a reasonable length of time, we made inquiry and were told that it did not apply to us, or at least they did not at this time understand that it did.

We will very much appreciate a ruling from you, and thanking you in advance for your time and attention, we are,

Yours very truly,

Will B. Jones
No. 1608 Holly Street, (1608)
Houston, Texas.

Frank Simmons
Robt. Jones
J. Ismell
Jim Walker

M. Battle
Robt. Johnson
Wm. Morgan
L. Hollmann.
Ray. Moore
W. M. Davis
T. Pendleton
R. E. Steptoe
S. M. Akins
J. P. Wade
C. Cavanaugh
C. Whitly

February 25, 1919.

File E-38-11

Mr. Will B. James,
1608 Holly Street,
Houston, Texas.

Dear Sir:

This will acknowledge receipt of petition of Feb. 13, signed by yourself and various other train porters, in regard to application of General Order No. 27, and Supplement No. 12, to train porters on the H. & T. C. Railroad.

This is to advise you that if your duties are as specified in your petition, General Order No. 27 would apply as specified in Supplement No. 12, and I would suggest that your committee call on the officers of the H. & T. C. Railroad with a view of having this matter amicably adjusted. If, however, you are unable to come to a satisfactory agreement, then I would suggest that you handle your case in line with Supplement No. 6 to General Order No. 27, copy attached, and upon receipt of joint statement called for therein, we will be glad to handle your case promptly.

Yours truly,

J. A. FRANKLIN

Enc.
S-MBB

E-3811

77733

Temple, Texas, February 18, 1919.

DEPARTMENT OF LABOR.

Hon. Walter D. Hines,

Director General of Railroads,

Washington, D. C.

FEB 25 1919

Dear Sir:-

During the month of December, 1918, in compliance with Supplement No. 12 to General Order No. 27, issued by Hon. W. G. McAdoo, Director General of Railroads of the United States on December 2, 1918, the Porters of the Railroads of this Division were informed that their salaries had been raised from $77.55 to $114.00, effective about June 1, 1918, and we were paid seven months back time at that rate; then on January 25, 1919, all Train Porters of this Division received a letter from the Timekeeper to the effect that, effective January 1, 1919, the rate for train porters had been changed back to $77.55, as formerly paid.

Under said Supplement No. 12, we are complying with all the duties set out in paragraph 1, sections a to e, inclusive, and doing all the duties required of us under this order, as well as pertaining to our positions, and have always and at all times performed all duties imposed upon us, whether required by local order or general order; and we understand that porters on some parts of the roads of Texas are still getting $114.00 per month, while our salaries have been cut back.

We do not feel that we can meet our expenses on the salaries as cut back, as the price of everything else has advanced, and we felt at the time that the raise was given us, and the back time paid us, because of the fact that all other employees were being paid that so they could live, and we needed it at the time, and do now, as did all other employees.

Now, while we are not complaining because our brother porters are still receiving $114.00, and we trust that they will continue to receive that whether we do or not, yet we feel that we should have our salaries placed back to that figure in order that we may meet our actual living expenses. And we will appreciate it if you will advise us whether or not this is an order coming from the Director General, or whether it is purely a local order, applicable to this line, and whether or not we can be put back where we were when the Supplement No. 12, before mentioned, went into force.

We will appreciate it very much if you will reply fully to this inquiry.

Respectfully,

R. G. Hobgood.
Ed Rice
Ed Marshall Sec
Committee.
515 South 15 St
Temple Texas

P. S. Under the definitions in said Supplement No. 12 we are classed as passenger brakemen or flagmen, and not as porters, and we are not chair car porters nor parlor car porters, but, as stated, we execute all theduties set out in said supplement.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McAdoo, Director General of Railroads
GULF, COLORADO AND SANTA FE RAILWAY

Temple, Texas, Jan. 25th, 1919.

TO ALL TRAIN PORTERS SOUTHERN DIVISION:

Effective Jan. 1st, 1919, the rate for train porters has been changed to $77.55 as formerly paid.

C. C. DICKSON
Timekeeper.

77733

February 25, 1919.

Dear Sir:

This will acknowledge for the Director General receipt of your letter of the 18th instant, with regard to the pay of porters.

This matter is under the jurisdiction of Mr. W. S. Carter, Director, Division of Labor, to whom your letter has been referred. Mr. Carter will communicate with you direct.

Sincerely yours,

Mr. R. G. Hobgood,
#515 S. 15th St.,
Temple, Tex.

C-L

March 4, 1919.

File E-38-11

Mr. R. G. Hobgood,
515 South 15th St.,
Temple, Texas.

Dear Sir:

This will acknowledge receipt of your communication of the 18th ultimo, addressed to the Director General, with reference to the rates of pay to be accorded to train porters.

If there are any injustices in or misapplications of the wage orders, I would suggest that they endeavor to adjust the matter personally with their superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled through their organization, if they belong to an association of railroad employees. If not, I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees or their representatives, as well as by the railroad officials, and forwarded to this office, upon receipt of which the matter will receive further attention, and an adjustment be effected.

Very truly yours,

J. A. FRANKLIN

Enc.
7-cg

Mr. S. Carter Director Gen of
Labor Washington D.C. Dear Sir
Please advise. according to art. 2 -
we all the L.D. Train Porters should
have Rec an Equal amount of Wages
as that of the flagman and our duties
should not have been courtailed but
this have not been carried out our
duties have been courtailed and our
Salerys have not been Paid us. we
have stood loyal to our Government.
and did out of our 60.00 Sixty dlls
Per month what the man on the Rea
has done out of 3 three times our Salery
now is this your instruction that
our jobs be divided into two jobs
and we entitle to the money given us
by the Government from Jan 1st of 1918
until they divided our jobs

DIVISION OF LABOR
MAR 8 1919

was this did by your instruction to
keep us out of this which was a prosperated by
the Government to meet the high cost
of living and by war Saving stamp
Liberty Bonds and other assessments of
war we will admit we have not
did our Part By our Government
by buying Bonds Contributing to Read
Cross and Etc but how Could
we when we did not Receive the
wages given us. we will greatly
appreciate an open Statement
through Especial the Southern
Papers. along there lines if
its your orders that we all Rec
such Salery as you Give us we
are Satisfied but unless this
we are not being dealt with
Properly all Train Ports of S.A.L RR
Jacksonville Fla

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT
EVANS BUILDING
1418 NEW YORK AVENUE
WASHINGTON, D. C.
TELEPHONE: MAIN 6600

TELEGRAM

DELIVERY NO.

The Postal Telegraph Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

This is a fast Day Telegram unless otherwise indicated by signal after the number of words:—"N. L." (Night Lettergram) or "Nite" (Night Telegram). 18—42096

46ny ma 59 n 1 7 exa 324am

Albuquerque N M March 5

1096

W S Carter

Director Division of Labor U S R R Admn Washington DC

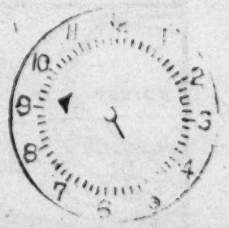
Dear Sir We the undersigned train porters SantaFe are wiring you concerning supplement twelve general order 27 why it is held up we are unable to get information from officers only that government is holding same are placing it with you good offices for adjustment wire your decision at our expense

James R Taylor,

Samuel M Howard,

Otto G Palmer, Committee

DIVISION OF LABOR.



MAR 6 1919

Form G-7

TELEGRAM

2—4406

THE DIRECTOR GENERAL OF RAILROADS

Sent from Washington, D. C., March 6, 1919, 1918

James R. Taylor,
Train Porter, Santa Fe R.R.,
Albuquerque, N.M.

Your wire fifth to Mr. Carter period Complaint concerning application of Supplement twelve being taken up with Federal Manager of Santa Fe period Will advise you later with reference to matter.

J.A.FRANKLIN

ASS'T DIRECTOR DIV'N OF LABOR

WU FRANK 16986-C
2-LFS 4PM

Form G-4.

TELEGRAM

2—4406

THE DIRECTOR GENERAL OF RAILROADS

Sent from Washington, D. C., March 6, 1919, 1918

Mr.W.B.Storey, Federal Mgr.,
Atchison, Topeka & Santa Fe R.R.,
Chicago, Ills.

Complaint has been filed with Division of Labor by committee of train porters of the Santa Fe Railroad at Albuquerque, New Mexico alleging that Supplement twelve to General Order 27 is being held up stating the only information they are able to get from local officers is that Government is holding this order up period Will you kindly investigate this complaint and advise Division of Labor regarding matter.

J.A.FRANKLIN

ASS'T DIRECTOR DIV'N OF LABOR

WU FRANK 16986-C
2-LFS 4 PM

TELEGRAM RECEIVED

Form G-6 2—4870

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

11 NW MD.

613

Received at Washington, D. C.

Chicago 857 AM March 7th 1919

1486

J. A. FRANKLIN

WASHINGTON DC.

Your wire sixth. Application supplement twelve to GO twenty seven, train porters being held up on instructions Regional Director Holden dated Jan. twenty fifth, nineteen nineteen .

W B Storey

Fed Mgr. Santafe.

DIVISION OF LABOR.

1045a.

MAR 7 1919

Mr Carter:
after writing the attached
memo. Mr Reed call
my attention to his memo. to
you of the 6th. - fair attached

Franklin

Mr Carter

Since your memo to Mr Tyler dated Mar 8th was written have advice from Fed Mgr of Southern Ry that they have applied Sep 12.

WHR 3/14

Form G-18

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SUBJECT:

March 7, 1919.

MEMORANDUM FOR MR. CARTER:

In regard to the attached wires, with reference to the application of Supplement No. 5 to General Order No. 27, filed with the Division of Labor by Committee of Train Porters, of Albuquerque, New Mexico, in which they advised that Supplement No. 12 was not being applied by the Santa Fe Railroad:

Upon your instructions the matter was referred to Mr. Storey March 6; Mr. Storey's reply stating,--

> "Your wire sixth. Application Supplement twelve to G. O. twenty seven, train porters, being held up on instructions Regional Director Holden, dated Jan. 25, 1919."

and in compliance with your suggestion the matter is herewith submitted for your attention.

J. A. Franklin.

Enc.
2-mbb

2-38-11

March 7, 1919.

FOR MR. CARTER:

In regard to the attached wires, with reference to the application of Supplement No. 5 to General Order No. 27, filed with the Division of Labor by Committee of Train Porters, of Albuquerque, New Mexico, in which they advised that Supplement No. 12 was not being applied by the Santa Fe Railroad:

Upon your instructions the matter was referred to Mr. Storey March 6; Mr. Storey's reply stating,—

> "Your wire sixth. Application Supplement twelve to G. O. twenty seven, train porters, being held up on instructions Regional Director Holden, dated Jan. 25, 1919."

and in compliance with your suggestion the matter is herewith submitted for your attention.

J. A. Franklin.

Enc.
2-mbb

March 8,1919.

for Mr. W. T. TYLER:

I herewith attach copy of memorandum of March 6th, from Mr. Reed, concerning a case coming from the Missouri Pacific Railroad, and a memorandum of March 7th from Mr. Franklin, concerning case coming from the Atchison, Topeka and Santa Fe Railroad.

These two cases have noconnection with each other, except that it appears that Regional Directors Bush and Holden have issued orders to hold up application of Supplement No. 12 to General Order No. 27.

Mr. Reed also advises that correspondence which has passed between this Division and the Federal Manager of the Southern Railway indicates that the application of Supplement No. 12 is also being held up on that Road.

I herewith attach copy of Supplement No. 12, which you will note affects wages of colored passenger train porters.

Was this order held up by the Director General after its issuance and the Regional Directors so instructed? If so I should be glad to have information upon the subject.

The reason I am sending this memorandum to you instead of to the Director General is because I am quite sure that you would have information upon the matter, and I assume that the Director General is quite busy at this time.

I am marking this urgent because I am anxious to have the information as promptly as possible, as it appears strange that both Regional Directors Bush and Holden, and possibly Regional Director Winchell, would issue instructions holding up Supplement No. 12, unless they had instructions to do so.

W. S. Carter.

1-4-L

E-38-11

DIVISION OF LABOR.

Waco, Texas.
March 5, 1919.

MAR 10 1919

Mr. W. S. Carter,
Director Division of Labor
Washington D. C.

Sir:--

We, the undersigned colored passenger train men on the Texas Central Division of the M. K. & T Railway of Texas, desire to submit to you the following facts for your consideration:- The division above referred to from Waco to Rotan is 269 miles long, over which we carry one passenger train each way per day. Each passenger train consists of five cars, two baggage and three passenger cars; and one colored trainman to each passenger train is compelled to do the duties of both brakeman and flagman, as the company does not use any white brakemen or flagmen on these trains unless compelled to do so. On each and every trip we carry with us such equipment as is necessary to do flaging and brakeing. We are qualified and are regularly required to perform such duties as inspecting cars, testing signal and brake appatatus for the safety of train movements; useing hand and lamp signals for the protection of the movement of trains; open and close switches; couple and uncouple cars and engine together with hose and chain attachment. Compare watches when required by rule etc.

Now Mr. Carter, we have taken supplement No.12 to General Order No.27 up with our Division Supt. Mr. J. W. Evans, and also Mr. H.C.McGee the Gen. Supt. twice within sixty days of this year, but failed to get satisfactory results. Now, according to circular No.3 of August 30, 1918, we appeal to the Director Division of Labor for what has been ruled on and passed and signed by the Director General of Railroads for our pay for the duties that we have been and are now performing.

We earnestly hope the Director Division of Labor will take early action to the end that such order is complied with with respect to the rate of pay for such duties that we have outlined to you which we have been performing on passenger trains, and are now performing, on the M.K.& T. R.R. of Texas.

On these trains of the Division above mentioned there are no white trainmen, but the train is in charge of a conductor and one colored trainman. For this service we ask that our rate of pay be based upon the service that we are performing instead of train porter's pay which we are now receiving.

Yours very truly, J. W. Wells Trainman
C. Hamilton. "
W. Sutton. "

we thank you for an early Reply Yours Respt
J. W. Wells
care M. K. T. baggage Room
Waco Texas

March 11, 1919.

File E-38-11

Mr. J. W. Wells,
Waco, Texas.

Dear Sir:

This will acknowledge receipt of your letter of March 5, addressed to Mr. Carter, with reference to the application of Supplement No. 12 to colored passenger trainmen on the Texas Central Division of the M. K. & T. Railway of Texas.

I would suggest that if you feel that you have not been justly treated, that you take the matter up with your superior officer and try to arrange for an adjustment. If you are unable to effect a settlement in this way, I would then suggest that you request the railroad officials to join you and the other employees interested to join you in the submission of a joint statement of fact, in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. On receipt of such statement in this office the matter will have further attention.

Yours truly,

J. A. FRANKLIN

Enc.
7-MBB

E-38-11 80583

Office of Director General of Railroads

DIVISION OF LABOR.

El Paso, Texas,

March 6, 1919.

MAR 10 1919

MAR 10 1919

Mr. Walter D. Hines,

Director General of Railroads,

Washington, D.C.

Dear sir:-

We the undersigned Grievance Committee of the Colored Trainmen of the Rio Grande Division of the Texas and Pacific Railway Company employes desire to report to you as follows:

That we have not received our payments according to supplemental order No. 12 to General order No. 27 and we understand that payment has been made to the trainmen of some of the other roads.

We wish you would look into this matter and advise us whether this order applies to us, and if so when we may expect remittances under it. We remain

Yours very truly,

Robert Berry
Address. 3309 Madera St.,
El Paso, Texas.

Robert Berry
P H Eddings
H. E. McCoy

80583

10 March 1919.

Dear Mr. Berry:

The Director General requests me to acknowledge your letter of March 8th, relative to the adjustment of your wages, and requesting to be advised whether or not Supplement No. 12 to General Order No. 27, applied to trainmen.

This is a matter coming under the supervision of Mr. W.S. Carter, Director, Division of Labor, and your letter has been referred to him for his attention.

Sincerely yours,

Y/M

Mr. Robert Berry,
3309 Madera St.,
El Paso, Texas.

March 12, 1919.

File E-38-11

Mr. Robert Berry,
3309 Madera St.,
El Paso, Texas.

Dear Sir:

This will acknowledge receipt of your communication of the 6th instant, addressed to the Director General, with reference to the application of Supplement No. 12 to General Order No. 27 to colored trainmen on the T. & P. Railway.

If there are any injustices in or misapplications of this wage order, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled through your organization; should you not belong to one, I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, and upon receipt of such a statement in this office, the matter will have prompt attention, and an adjustment be effected.

Very truly yours,

J. A. FRANKLIN

Enc.
7-eg

Denver, Colorado March 3rd "I9.

E 38-11

Hon.W.S. Carter, Director.
Division of Labor,
Washington, D,C,

Dear Sir:-- I am stating to you that the Colored men working as train porters on the Denver and Rio Grande have recieved their back pay and are now redieving their standard pay, while on the Santa Fe and the Colorado and Southern R.R. Co. the men are being held up for no assignable reason that seems plausible to our organization. Would you be so kind as to imform us why the Rock Island R,R. Co. is making their boys feel a delay in their not recieving the back money now due them just as it was due the Rio Grande boys , the cause of non-payment? Trusting that you will give us the desired information and,

Oblige,
A. S. Peters
~~Genl Chair man~~

Railroad Men's Inter'n'l. Benevlnt
Industrial Association.
264 King St, Denver. Colo.,

DIVISION OF LABOR
MAR 7 1919

March 17, 1919

File E-38-11

Mr.A.S.Peters,
264 King Street,
Denver, Colo.

Dear Sir:

Acknowledging receipt of yours of March 3rd, addressed to Mr.W. S.Carter, with reference to back pay accruing to colored men working as train porters on the AT&SF Colorado & Southern and Rock Island Railroads.

I am enclosing herewith a copy of General Order No. 27, the only wage order under which back pay would accrue to this class of men. Of course you understand that if these employes were receiving from January 1st up to the date of the application of this Order, rates of pay that were equal to or better than the rates indicated in the wage order, back pay would not accrue to them, but only to those whose pay was less than the increases granted.

However, where back pay does accrue, should any injustices in or misapplications of the wage orders arise, I would suggest that the employes endeavor to adjust the matter personally with their superior officer in the employ of the railroad; failing a personal settlement, that the matter be handled thru their organization, if they belong to an association of railroad employes. Should they not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6, copy attached, such statement to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment effected.

Yours truly,

J. A. FRANKLIN

7-lfs

E-3817

DIVISION OF LABOR.

101 Cleveland Ave Montgomery Ala

March 13-1919

Mr W. S. Carter Director Gen. of Divis of Labor

MAR 15 1919

Dear Sir Pleas tell why under Goverment Controal Some R.R. Pay there Employes as Directed Regardless to Colar. every man doing the same work as an other Shall and do Receive the Same Pay. why Alow our work to be Countailed? why alow the Switch Keys to be taken from us? our work stile the same Except opening and closing Switches. We here so many

things we are unable to
stretch our small saterys.
are we to be Removed from our
Positions after (10) ten (5) fyteen
(20) twenty years in the service of the
Louisville and Nashville R.R. Com.
did not the Government aproprate
for us at the same time other
workmen of our Class money to
meet the high Coast of living buy
W. Stamps Bonds & Etc.?
iff so what has become of it.
we did not. we have not Recen
it. did our Government
Order the Louisville & Nashvile
R.R. Company to take our
Keys from us?
divide our Jobs into 2 (two)

by puting a part of our
work on the flag man?
did not our Director Gen.
W. G. McAdoo mean in
General Order #27
that we should not be
discriminated nor Removed
nor should our duties be Contained
to keep from paying us?
is it be cause we as Colored
Train men is not admitted
to the Order of train men?
true we are unorganized
we are afraid. and I kindly
ask you to take Record of
this letter as I am aware
of what will be the outcome
as soon as the Roads are

turned back to its owners
I believe all this You did
not know. I believe that the
wage Connity thinks as
You that no discrimination
is being made. and we as
Colard men working as
Train Porters Preforming
the same duties as that of
Passenger Train Brakesman
are Receiving the same Pay.
upon Investigation this
You will finde to be
absolutely true. we do the
same work for $60.00 that
the flag man does for $135.00
and more work more Responsa-
able as you know the head

of any thing must first
be successfully and safely
guided under that all
Parts following it may land
in safety. if you say
we are not entitled to this
Pay and it was the orders
of Our Directo General W. G.
McAdoo or Director General
Hines. to take from all
trainmen on L.&N. R.R.
the switch keys. Pay them
not the General increases
aloud them by the Govemt
Control. and the A.B.&A
R.R. the W. of A R.R. Pay the
trainmen and not
Contail there duties

I assure you we are satisfied. We are managed afraid to organize.

Please let me as an employee of the Road for 15 year to be content or shelter without causes of any kind other than asking for what is wright. be Removed from my job.

Respectfully Yours

Chas J. Bunn. 1603 State St
Nashville Tenn

P.S members of the order of trainmen has tolde me they would look after this but find they are trying to Root me

if you so wish to investigate
Simply withholde my name
and enquirys.. we know we have
not did by our Government as we should
because we had nothing to do with
we did the work we remained at
our post as our Directo General
tolde us but Received no such
money as he in general order 28
and other order said for us to have

E-38-11

March 17, 1919.

File 1.12.

Mr. Chas. J. Brown,
101 Cleveland Ave.,
Montgomery, Ala.

Dear Sir:

This will acknowledge receipt of your letter of March 15, addressed to Director Carter, which has to do with an apparent discrimination that is experienced by you as a colored employee.

I would suggest that if you feel that an injustice has been done you in the application of the wage orders, that you try to secure a settlement through your superior officer of the railroad. If he declines to adjust, I would then suggest that you ask him to join you in the submission of a joint statement of fact, in accordance with the terms of Supplement No. 6 to General Order No. 27, copy attached. On receipt of such a statement in this office the matter will have further attention.

Yours truly,

J. A. FRANKLIN

Enc.
7-MBB

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

DIVISI

RECEIVED AT INTERIOR DEPT 1ST FLOOR

TELEPHONE FRANKLIN 1505

74WMV 50 BLUE 7EX

HOUSTON TEX 843A MAR 20TH

MAR 20 1919

DIRECTOR DIVN OF LABOR

70

18 AND PA AVE WASHN

PENDING THE ARRIVAL OF REPRESENTATIVE FROM THE COLORED TRAINED MEN OF AMERICAN EMPLOYED ON THE GULF COAST LINES TEXAS DIVN WITH DATA AND PROTEST AGAINST WAGE SCALE AS APPLIED KINDLY WITHHOLD AWARD SUPPLEMENT 12 IS BEING WITHHELD BY LOCAL OFFICIALS AND WRONGLY APPLIED

B G MCCOLLOUGH

PO NO 127 CANDERBILT TEX

1215P

Form G-7

TELEGRAM

5-38-11

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., March 21, 1919, 1918

B G McCollough,
PO No 127 Vanderbilt Tex

Understand your telegram twentieth complaint that Supplement twelve to General Order twenty seven is not being applied as you think it should be stop Have telegram today from C M Banks at Houston which I assume concerns same matter stop See my reply to him stop Director or one of Assistant Directors Division of Labor will meet your committee at any time they reach Washington but believe matter could be handled by correspondence and thus save expense to your committee.

W S Carter

WU Frank 16886-C
12

W. S. CARTER

E 38 11 83169

Pratt, Kansas March 6, 1919.

Walker D. Hinds
Director General.
Dear Sir;-

Letter under date of March 3d, signed H. P. Greenough Supt. R. I. Lines Dalhart, Texas, says in part;-
For your information will state that the application of Supplement 12 to General Order No. 27 has been held up pending for the decision as to its application, and for the present you will be paid at your old rate, and no back pay will be allowed this will all be adjusted when a decision has been reached at to the application of this supplement.

I think that you will find that the Kansas Division Porters are not receiving this increase, nor have they received any back pay.

H. P. Greenough.
Supt.

MAR 20 1919

The Kansas Division Porters have had their pay increased and then reduced again back to the old rate. Supplement 12 to Gen Order No. 27 is very explicit and plain we cannot understand why we shoould have to suffer when other roads are paying the increase will you please have the wage board investigate at an earl date as possible.

Porters R. I. lines
Pratt Kans

Signed.
1 Edward Mounger
2 Wade Ward.
3 Justice Cole
4 James L. Hill.
5 James E Stewart
6 F. D. Campbell
7
8 Ed. Brown
9 Roy. Gossipp.

P.S. Please reply to Edward Mounger
376 Pratt Kansas

Supplement No. 12 to General Order No. 27.

Dalhart, March 3, 1919.

File B 6424

Messrs. E. Mounger,
W. Ward,
E. Brown.
Train Porters, Pratt.

I have your letter dated February 22nd, which was not received until March 2nd.

For your information will state that the application of Supplement 12 has been held up pending further decision as to its application, and for the present you will be paid at your old rate, and no back pay will be allowed. This will all be adjusted when a decision has been reached as to the application of this Supplement.

I think you will find that the Kansas Division porters are not now receiving this increase, nor have they received any back pay.

H S Greenough

cc- Mr. J.S. Irwin.

83169

March 20, 1919.

Dear Mr. Meunger:

I am acknowledging for the Director General petition dated March 6th, signed by yourself and others in regard to back pay.

Your petition is being referred to Mr. W. S. Carter, Director, Division of Labor, for his attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Edward Meunger,
Box 526,
Pratt, Kansas.

c-d

March 21, 1919.

File E-38-11

Mr. Edward Mounger,
Box No. 326,
Pratt, Kansas.

Dear Sir:

This will acknowledge receipt of your communication of the 6th instant, addressed to the Director General, with reference to the application of Supplement No. 12.

If there are any injustices in or misapplications of this wage order, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that you handle through your organization. Should you not belong to one, I would suggest that a joint statement of fact be prepared, in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees or their representatives, as well as by the railroad officials, and forwarded to this office, upon receipt of which the matter will have prompt attention, and an adjustment be effected.

Very truly yours,

J. A. FRANKLIN

Encs.
7-eg

Form 817 E. 24. 11 77317 Standard 5M4-10M

MISSOURI, KANSAS & TEXAS LINES

Denison Tex. Feb 18, 1919.

FEB 22 1919

FEB 21 1919

DIVISION OF LABOR.

Mr. W. D. Hines.
Director General of Railroads
Washington D. C.

Dear sir.
In regards to your letter of Feb. 9th 1919.
concerning of we colored passenger train
Employers not being treated right. as the
Former Director Generall ordered to our pay
of $114.80 per month with over time also.
Mr. Hines. please inform me what step has
been taken about it; and also when
will we began recieving it. please let me
know within seven days.

Yours obligd
J. L. Kirton.
212. West Walker St.
Denison Tex.

March 27, 1919.

File E-38-11

Mr. J. D. Liston,
212 West Walker St.,
Denison, Texas.

Dear Sir:

This will acknowledge receipt of your communication of February 18th, addressed to the Director General, with reference to treatment being received by colored passenger train employees.

I am unable to locate any previous correspondence with you regarding this matter. What sort of service are these men in? Do you refer to colored porters working as brakemen?

Very truly yours,

J. A. FRANKLIN

7-eg

85620

E-38-11a

Office of Director General of Railroads

DIVISION OF LABOR

Reno Nevada

APR 2 1919

Mr. Hines

the Railroad General

APR 2 1919

Mr. Hines

i Will Write you in the Case of traine Porter of general order no. 27. and Retroactiv to June 1. 1918 ordered Employees in Passenger train brakeman flagmen Paid accordingly i mark the warlk one the general order that i hatter to Sure When you Sel mark year We Sure that warlke the warlke as from a - B - and - c - d and e

We are not gettin But
$1.84 50 and $90 a mont
When order have Ben
to pay this money i write
you to no if we will
Ever get this money
at the corse of living
We cont make a living
We are staving for
Demoxpie and we wont it

Youre truly
Geo. Hopkins
traine Porter
C R i and P ElReno okla
303 N admire

You see what i mean
Look over your trayer
Please

UNITED STATES RAILROAD ADMINISTRATION.

WASHINGTON, D. C., DECEMBER 2, 1918.

SUPPLEMENT NO. 12 TO GENERAL ORDER NO. 27.

To carry out the intent of Article VI, of General Order No. 27, and retroactive to June 1, 1918, it is ordered:

1. Employees in a passenger train crew, except conductor, collector and baggagemaster, qualified and regularly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly:

(*a*) Inspect cars and test signal and brake apparatus for the safety of train movement. yeah

(*b*) Use hand and lamp signals for the protection and movement of trains. yeah

(*c*) Open and close switches. yeah

(*d*) Couple and uncouple cars and engines and the hose and chain attachments thereof. yeah

(*e*) Compare watches when required by rule. yeah

2. Where white brakemen are not employed, the compensation and overtime rule for colored brakemen shall be the same, for both passenger and freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employees heretofore classed as "train porters."

4. This order shall not infringe upon the seniority rights of white trainmen.

W. G. McAdoo,
Director General of Railroads.

96323°—18

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1918

85620

April 21, 1919.

Dear Mr. Hopkins:

This will acknowledge receipt of your letter of March 29th, relative to the adjustment of your wages as train porter.

This is a matter coming under the supervision of Mr. W. S. Carter, Director, Division of Labor, and your letter has been referred to him for prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Geo. Hopkins,
303 N. Admire St.,
El Reno, Okla.

y-d

April 4, 1919
File E-38-11

Mr. Geo. Hopkins,
303 N. Admire St.,
El Reno, Okla.

Dear Sir:--

This will acknowledge receipt of your letter of March 29th, addressed to the Director General and referred to this Division, which I understand to be with reference to back pay accruing to train porters.

I attach hereto copy of General Order No. 27 and would call your attention to Article III thereof, according to which you will note that overtime will not accrue to employes thereunder customarily working 12 hours a day previous to its issuance, until 12 hours have been worked even after it has been issued.

Should any misapplication of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad; failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes, but if you do not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6, copy attached, such statement to be signed by you or your representative, as well as by the railroad officials, and forwarded to this office, upon receipt of which the matter will have prompt attention.

Yours truly,

J. A. FRANKLIN

7-LFS

C. E. PILE
L. E. GOODRICH

PILE & GOODRICH
LAWYERS
1810½ Main Street
PARSONS, KANSAS

E-38-11

April, 1st, 1919.

DIVISION OF LABOR
APR 5 1919

Mr. W. S. Carter,
Director, Division of Labor,
Washington, D. C.

Honorable Sir:

As a personal favor the writer wishes to ask you for certain information, and possibly a word of advice, and in explanation will say that the Missouri, Kansas and Texas Railway company, insofar as the colored train porters are concerned, have never made a proper application of General Order No. 27 or supplement No. 12 and today are paying less money than is provided by the origional General Order No 27.

The writer has been a member of the B. of L. F and the B. of L. F. & E. for a period of about fifteen years, and during that time have served as Local Chairman, Chairman of the Kansas Legislative Board and at the present time am serving as President of Great Western Lodge No. 24, and have always taken an active part in matters affecting Organized Labor. As a result the train porters employed on the M. K. & T. north of Red River appointed a committe who called on me, and after pledging me not to divulge the name of any member of the committe or any other train porter in the service, asked me to represent them in and about securing the proper application of General Order No. 27 and supplements thereto insofar as same was applicable to them. In my mind there can be no question but what the company is deliberately refusing a proper application of the order, and are taking advantage of the fact that the colored train porters are

unorganized, have no one to represent them, and know that instant discharge will be the penalty for any employe or committe of employes who have the presumption to assert their rights.

The writer is the junior member of the law firm of Pile & Goodrich and under these representations, and in the interest of Justice, we took this matter up with the proper officials and General Manager W. E. Williams replied as follows,

> "Am in receipt of your letter of March, 19th with respect to matters affecting train porters employed on the Missouri, Kansas and Texas Lines north of Red River, and have to advise inasmuch as the Railroad Administration have provided ways and means for the adjustment of wage controversies, as well as other matters affecting individual employes, we do not feel this is a proper subject of discussion with Attorneys, and respectfully suggest that you advise these parties that their relief should be secured through the recognized and established channel for that purpose.
>
> Yours Truly.
> (Signed) W. E. Williams."

We then took the matter up with Federal Manager, Mr. C. N. Whitehead, who under date of March, 29th, replied as follows.

> "I am just in receipt of your letter of March 28th, concerning rates of pay of colored train porters on the M. K. & T. lines.
>
> I am also in receipt today of copy of letter of our General Manager, W. E. Williams, written to you under date of March, 25th, which correctly states our opinion as to the manner in which this matter should be handled.
>
> Yours Truly.
> (Signed) C. N. Whitehead.

We have handled this matter as directed by Circular No. 3. and regardless of the fact that we are attorneys, we

contend that we have the right to act as the representative of these unorganized men, until such time as we are advised to the contrary by competent authority.

You will note by the above quoted letters that our officials take the position that they will not discuss this matter with us because we are attorneys, and have ignored our request to join us in preparing a joint statement of fact for submission to the Director of the Division of Labor.

We feel safe in making the assertion that this matter will never be presented if the men now in the service of the company are required to present the matter.

In the light of the facts, and the orders heretofore issued with reference to procedure in such cases, do we now have the right to represent these men in the matter of the proper application of General Order No. 27 and supplements thereto, and in the light of the fact that the officials have ignored our request to join us in preparing a joint statement of fact, would such a statement and brief argument prepared by us on the part of the employes be entertained upon submission and such decision rendered, or such action be taken as in the judgment of the Director of the Division of laber would be warranted by the facts. Any suggestion or word of advice that you may feel at liberty to give in this matter will be very much appreciated.

Thanking you in advance for an early reply, we are

Very Truly Yours
PILE & GOODRICH. BY F. E. Goodrich

April 7, 1919

E-38-11

Messrs. Pile & Goodrich,
1810½ Main Street,
Parsons, Kans.

Dear Sirs:

This will acknowledge the receipt of your letter of April 1, addressed to Mr. W. S. Carter Director of the Division of Labor, with reference to the suspension of Supplement #12.

It is quite true that the application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening to it and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised in the usual channels.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-rwe

Office of Director General of Railroads

E-38-11 86215

APR 5 1919

El Paso, Texas, April 1st, 1919.

Director General Hines,

Washington, D.C.

Sir:-

We are informed by our Superior Officer that Supplement No. 12 to General Order No.27 has been held up. We would like to know the reason for this, and on whose orders it was done.

We have been told that above has been annulled. Please advise us fully in this matter.

Enclosed please find letter from Superintendent E.A.O'Donnell.

Yours respectfully,

Benj. F. Crawford

R. L. James

G.H.& S.A.Ry Porters.

515 N.Virginia St.

DIVISION OF LABOR.

APR 7 1919

El Paso, Texas, February 20, 1919.

All Train Porters:

This is to advise that a question has arisen, on some railroads under Federal control, as to the correctness of our practice of allowing pay to train porters at the flagman's rate. Until this matter is settled definitely, train porters will be paid at the rate of pay specified in General Order No. 27.

Yours truly,

E. A. O'Donnell,

Superintendent.

86215

April 5, 1919.

Dear Sir:

This will acknowledge receipt of your letter of April 1st. relative to the adjustment of your wages as porter for the Galveston, Harrisburg & San Antonio Railroad.

Your letter has been referred to Mr. W. S. Carter, Director, Division of Labor, for proper attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Ben F. Crawford,
515 N. Virginia Street,
El Paso, Texas.

Y-W

April 7, 1919

E-38-11

Mr. Ben F. Crawford,
Mr. R. S. James,
515 N. Virginia St.,
El Paso, Texas.

Dear Sirs:

This will acknowledge the receipt of your letter of April 1, addressed to the Director General and referred to this division for attention, with reference to the suspension of Supplement #12.

It is quite true that the application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening to it and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised in the usual way.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-MWS

86175

HAMMOND JOHNSON
ATTORNEY-AT-LAW
STATE BANK BUILDING
GAINESVILLE, GEORGIA

Office of Director General of Railroads

E-38-11

DIVISION OF LABOR.

Gainesville, Ga.
April 2, 1919.

APR 4 1919

Hon. Walker D. Hines,
Director General of Railroads,
Washington, D.C.

APR 7 1919

Dear Sir:

I am informed that some time ago there was an order or series of orders promulgated by the Director General of Railroads, Mr. McAdoo, classifying the employees of railroads, and fixing a scale of wages for each class. That under that clasification, the employee formerly known as "porter" on passenger coaches and passenger trains, but not a Pullman porter, but whose duties consisted of switching, flagging, helping load and unload mails and baggage, and assisting passengers to embark and leave the train, was designated "passenger brakeman" and was given the same compensation as " passenger flagman."

Will you please advise me whether this is true or not. Would such employees on all railroads, such as the Southern, Central of Georgia, Seaboard Airline, Georgia Railroad, Illinois Central receive the same compensation allowed others of same class although they worked on different railway systems?

I would appreciate very much a copy of the order or rules classifying railway employees and fixing their compensation.

Yours very respectfully,

Hammond Johnson.

86175

April 5, 1919.

Dear Sir:

This will acknowledge receipt of your letter of April 2nd, addressed to the Director General, asking for information relative to the wages paid passenger flagmen and brakemen.

Your letter has been referred to Mr. W. S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Hammond Johnson,
State Bank Building,
Gainesville, Ga.

Y:C

April 8, 1919
File E-38-11

Mr. Hammond Johnson,
State Bank Bldg.,
Gainesville, Ga.

Dear Sir:--

This will acknowledge receipt of yours of April 2nd, addressed to the Director General and referred to this Division, inquiring as to whether an order has been issued covering porters doing the work of brakemen.

I attach hereto copy of Supplement No. 12 to General Order No. 27, and should any misapplications of the wage order arise, I would suggest that the employes endeavor to adjust the matter personally with their superior officer in the employ of the railroad; failing a personal settlement, that the matter be handled thru the organization representing that class of employes, provided they belong to an association of railroad employes; if not, then a joint statement of facts should be prepared in accordance with the provisions of Supplement No. 6, copy attached, same to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office, upon receipt of which the matter will have prompt attention.

Yours truly,

J. A. FRANKLIN

7-LFS

E 38-1/1-R

87065

Office of Director General of Railroads

DIVISION OF LABOR.

1008 Victory Street,
Little Rock, Ark., April 5, 1919.

Hon. Walker D. Hines,
Director General of Railroads,
Washington, D. C.

APR 9 1919

Dear Sir:

We the Negro trainmen of America beg leave to report to you that the Railroad officials are failing to comply with Supplement No. 12, article #6 and General Order 27, which was ordered by the Board and approved by the Director General.

The C. R. I. & P. officials paid the rate for the month of January and the first half of February, but the last half of February they deducted the increase and placed us back on the same scale, which made some draw checks for small amounts and some drew no checks at all, making it almost impossible for us to live.

We have been advised by our officials that Regional Director Bush, has ordered a new adjustment for porters, as they call us, but head brakemen is what the government designates us. The conditions seem to exist only on Regional Director Bush's district. We have been reliably informed that on other Districts the so-called porters have been paid back time since the 1st of February, and are being paid the regular rate as fixed by the Board.

Sir, as men and American citizens who have sacrificed of our meager salaries to meet the many demands of the government, we are now contending that our government should see that every one of its employees regardless of color should receive equal pay for equal service as has been ordered by the Board and approved by the Director

Hon. W.D.H. "2"

General. My letter of the 19th of March to the Board has not been answered yet, and we respectfully urge an early reply to this request that we may know what steps the Board will take in this matter.

Please find enclosed a copy of the letter of the 19th.

We are

Yours respectfully,

Negro Trainmen of America.

J. W. Driver Chairman.

P.S.- Copy sent to the Board

Little Rock, Ark.
March 19th, 1919.

Hon. F. F. Gaines, (Chairman)
U. S. R.R. Administration,
Washington, D. C.

Dear Sir:-

Refering to your letter of the 16th of Jan. 1919 I beg to advise that I am grateful for your impartial decision and general information. I am sorry to say that the C.R.I.& P. R'y. failed to comply with article (6) and general order 27 regarding train porters as they term us, but by order of the Gov't. "head Brakemen" which we are.

To date we failed to receive our back pay from June 1st, 1918., has been promised but not paid. We received the increase for the month of Jan and the first half of Feb. the last half of Feb we were cut, which made some of us draw very little and some nothing, this makes it almost impossible for us to live. You can readily see our conditions. We are however contending for Gov't. regulations.

Thanking you in advance for an early reply I beg to remain

Yours obediently,

H W Dixon

1008 Victory St.

87065

April 9, 1919.

Dear Sir:

In behalf of the Director General I beg to acknowledge your letter of April 5th relative to the adjustment of wages being paid train porters.

Your letter has been referred to Mr. W. S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,
(Signed) M. B. C.

Mr. T. W. Driver, Chairman,
Negro Trainmen of America,
1008 Victory Street,
Little Rock, Ark.

Y-W

April 10, 1919

E-38-11-a

Mr. T. W. Driver, Chairman
1008 Victory St.,
Little Rock, Ark.

Dear Sir:

This will acknowledge the receipt of your letter of April 5, addressed to the Director General and referred to this division for attention, with reference to the suspension of Supplement #12.

It is quite true that application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening to it, and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised in the usual way.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-rwa

PHONE MAIN 7058

ROOMS 101-103

WILLIAM L. HOUSTON
ATTORNEY AT LAW
613 F STREET NORTHWEST
WASHINGTON, D. C.

7 Question of application. Refer to D.P.L. Date

E 38-11

April 2, 1919.

BOARD OF RAILROAD WAGES & WORKING CONDITIONS
APR 4 1919 A.M.

Hon. F. F. Gaines, Chairman,
Railroad Board of Wages and Working Conditions,
UNITED STATES RAILROAD ADMINISTRATION,
Washington, D.C.

Sir:-

I beg to present you herewith a letter directed to you by Mr. Robert L. Mays, International President of the RAILROAD MEN'S INTERNATIONAL BENEVOLENT INDUSTRIAL ASSOCIATION, dated March 29th, which he is transmitting through my office with instructions that the same be presented to you.

DIVISION OF LABOR
APR 8 1919

The matter is one of grave importance touching the rights of colored employees of the railroads on certain lines and shows how some of the roads are flying in the teeth of the orders issued by your department as set forth in Supplement #12 to General Order No. 27, dated December 2, 1918.

If subordinates are allowed to set at naught the official orders issued by your Department then it will not be long until the Board of Wages and Working Conditions will cease to function.

I can not believe that the Director General and yourself will permit theseflagrant violations of the orders of the Director General to continue unnoticed and uncorrected and, therefore, I am asking that you will give this complaint made by the President of the Railroad Men's International Benevolent Industrial Association your immediate consideration and that you will direct all officials of the various roads to live up to the letter of the law in these matters.

I shall be glad to appear before you and present our cause of complaint, if you deem my personal attendance will aid you in any way in arriving at a conclusion touching the matters of which we complain.

Please note the copy of "Application of Supplement #12 to General Order #27 to Train Porters" which has been signed and issued by one R. J. Barry or Berry of Houston, Texas.

Yours very truly,

W. L. Houston

2 inclosures.

Attorney for Railroad Men's I. B. I. Ass'n.

PHONE BOULEVARD 7864

SE ADDRESS ALL COMMUNICATIONS
THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont. Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo. Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga. Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26. Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28. Fitzgerald, Ga.
Local No. 29. Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton. O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines. Ia.
Local No. 45, Vicksburg. Miss.
Local No. 46, Addis. La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.

(List complete to March 25, 1919)

DIVISION OF LABOR March 22, 1919.

Hon. F. F. Gaines, Chr.,
Railroad Board of Wages and
Working Conditions,
Washington, D.C.

Dear Sir:

APR 9 1919

I beg to call your attention to the manner in which some of the Railroads are misapplying or failing absolutely to apply Supplement #12, to General Order #27.

The attached copy of a bulletin posted by the Texas and New Orleans Railroad, explains the situation confronting men in that employe. This information comes to us from our Beaumont, Texas Local. While from Denver, Colorado, our General Chairman of Trainmen, Western Division, reports the D & R G, Railroad paying according to supplement #12, while the C R I & P, men have been reduced to old schedule under General Order #27. The Santa Fe has acted neither one way or the other.

In other words, the extreme south, as represented by the action of the T & NO, Railway, in accordance with the reputed ruling of the so called regional wage commission, is in a joint movement not to apply Supplement #12, while in the west, of three roads effected by Supplement #12, and all in the same region, one pays according to supplementary ruling while another disputes the ruling and one acts not at all.

Our reason for presenting this matter directly to you rather than to the Division of Labor is due to the fact that the L & N Railroad not only has failed to pay their men according to Supplement #12, but have sought to make a hollow victory of this winning fight for "equal pay for equal service" by taking switchmkeys from the colored head end men on November 3,1918. The men still switch and couple cars, head-in and head-out, apply Brasses to hot Journals and inspect the train en route - air and steam hose - and in addition to cleaning coaches and assisting passengers, handle baggage and express.

For this they are paid $53.00 per month on the N.O.M., Division and $60.00 per month on the M & M Division (with practically compulsory subscriptions to Liberty Bonds.

It is important to note, also, that neither the eight hour day nor the sixteen hour law for crews apply or are applied to these men. (L & N).

This same company, L & N, pays women car cleaners

PHONE BOULEVARD 7864

PLEASE ADDRESS ALL COMMUNICATIONS IN THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS:
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont, Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo, Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga, Tenn.
Local No. 23, Savannah, Ga.
Local No. 24, Atlanta, Ga.
Local No. 25, Crestline, O.
Local No. 26, Chicago, Ill.
Local No. 27, Texarkana, Texas
Local No. 28, Fitzgerald, Ga.
Local No. 29, Waycross, Ga.
Local No. 30, Charleston, S. C.
Local No. 31, Alexandria, La.
Local No. 32, Mobile, Ala.
Local No. 33, Jackson, Tenn.
Local No. 34, Sanford, Fla.
Local No. 35, Detroit, Mich.
Local No. 36, Jacksonville, Fla.
Local No. 37, So. Richmond, Va.
Local No. 38, Columbia, S. C.
Local No. 39, Cincinnati, O.
Local No. 40, New Bern, N. C.
Local No. 41, Dayton, O.
Local No. 42, Graham, Va.
Local No. 43, Waycross, Ga.
Local No. 44, Des Moines, Ia.
Local No. 45, Vicksburg, Miss.
Local No. 46, Addis, La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.

(List complete to March 25, 1919)

FFG-2

for eight hours work $58.00 per month. Since upon inquiring the men are not informed as to their pay status, but claim they are sometimes threatened with discharge, for so doing, we respectfully submit this recital of existing conditions for your consideration and respectfully ask an early correction

In conclusion referring to the action of the L & N, we believe that in article #3, Supplement #12, where it states: "This order shall not curtail the duties of employees heretofore classed as "train porters" it was the purpose of the Board approved by the Director General, to make the duties - all duties - of the men referred to <u>continuing.</u>

Even if the meaning was not quite so broad - and we still contend it should be - then we further argue that Supplement #12, in stating "To carry out the intent of Article VI, of General Order #27, and <u>retroactive</u> to June 1,1918, it is ordered, etc., "the <u>period of retroaction</u> makes futile the November 3rd action of this company (The L & N)

Very truly,

Robert L. Mays

International President.

RLM/GBC

PHONE BOULEVARD 7864

SE ADDRESS ALL COMMUNICATIONS
THE NAME OF THIS ASSOCIATION

Railroad Men's International Benevolent Industrial Association

GENERAL HEADQUARTERS.
3902 SOUTH STATE STREET
ROOM 3
CHICAGO, ILL.

Copy

Local No. 1, Chicago, Ill.
Local No. 2, Albuquerque, N. M.
Local No. 3, Memphis, Tenn.
Local No. 4, Beaumont, Texas
Local No. 5, Richmond, Va.
Local No. 6, Pittsburg, Pa.
Local No. 7, St. Paul, Minn.
Local No. 8, Cleveland, O.
Local No. 9, McGehee, Ark.
Local No. 10, DeQuincy, La.
Local No. 11, Wilmington, Del.
Local No. 12, Philadelphia, Pa.
Local No. 13, New York, N. Y.
Local No. 14, Monroe, La.
Local No. 15, Waterloo, Iowa
Local No. 16, Meadville, Pa.
Local No. 17, Chicago, Ill.
Local No. 18, Montgomery, Ala.
Local No. 19, Ashville, N. C.
Local No. 20, Denver, Colo.
Local No. 21, Helena, Ark.
Local No. 22, Chattanooga, Tenn.
Local No. 23, Savannah, Ga.
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Local No. 25, Crestline, O.
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Local No. 45, Vicksburg, Miss.
Local No. 46, Addis, La.
Local No. 47, Montgomery, Ala.
Local No. 48, Dermott, Ark.
Local No. 49, Lynchburg, Va.
Local No. 50, Greenville, Miss.
Local No. 51, Florence, S. C.
Local No. 52, Lakeland, Fla.
Local No. 53, Selma, Ala.
Local No. 54, Muskogee, Okla.
Local No. 55, Little Rock, Ark.
Local No. 56, Boston, Mass.

(List complete to March 25, 1919)

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR GENERAL.
TEXAS AND NEW ORLEANS RAILROAD
GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD.

Application of Supplement #12 to General Order #27 to Train Porters.

DA0150

February
Houston, Texas, February 25,1918

All Train Porters:

I quote below letter received from the Regional Director at St. Louis, with respect to the application of Supplement #12, to General Order #27 to train porters on the Beaumont and Galveston Division which is self-explanatory.

"This question was considered at meeting of Regional Wage Committee in St. Louis, January 31st February 1st, and its opinion was that, in view of the unsettled condition with reference to Supplement #12 to General Order #27, as applied to so-called train porters, the matter should be held in abeyance until further decision is given on it, that no attempt should be made on roads who have already paid their porters at brakemen's rates, to recover the amount of overpayments, until a dicision has been definitely rendered in a case which we understand was taken up from the Southern region, but that these roads as well as all other roads in the Southwestern region be instructed to carry all train porters until the decision referred to has been handed down, at the rate in effect prior to the issuance of Supplement #12 which was fixed by the application of General Order #27.

Following the receipt of the above instructions we reverted back to the old rate of $71.50 for train porters effective February 1st, and will continue paying train porters at that rate until further instructions are received. Please be governed accordingly

Signed (R.J. Barry.

E-38-11

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

BOARD OF
RAILROAD WAGES AND WORKING CONDITIONS

F. F. GAINES, CHAIRMAN
A. O. WHARTON, VICE CHAIRMAN
J. J. DERMODY
C. E. LINDSAY
W. E. MORSE
G. H. SINES

J. A. EMMART, SECRETARY

SOUTHERN RAILROAD BUILDING
1300 PENNSYLVANIA AVE.

April 8,1919

Refer to Docket No.

Mr. Wm. L. Houston
Attorney at Law
613 F. Street, N.W.
Washington, D.C.

Dear Sir:-

Your letter of April second has been referred to Mr. W. S. Carter, Director, Division of Labor, Washington, D. C., as the question referred to in your letter is a matter of application of existing wage orders and as such properly comes under the jurisdiction of that Division.

Yours very truly,

F. F. Gaines

DIVISION OF LABOR
Chairman

9-59

cc Mr.W.S.Carter, with letter of Mr. Houston.

APR 9 1919

April 11, 1919

E-38-11 a

Mr. Wm. L. Houston,
613 F St., N.W.,
Washington, D.C.

Dear Sir:

This will acknowledge the receipt of your letter of April 2, addressed to the Railroad Board of Wages and Working Conditions, and referred to this division for reply, enclosing letter from Mr. Robert L. Mays, President of the Railroad Men's International Benevolent Industrial Association, with reference to the suspension of Supplement #12.

It is quite true that application of Supplement #12 has been delayed, this being due to the fact that when the practical application of the wage order was attempted it was found that the situation in some instances was such that in order to do justice to all concerned the wage order should be reviewed, and this is what is happening to it, and what has delayed its application.

Just as soon as a definite line of action has been decided on every one interested will be advised through the usual channels.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-mwa

E 38 11
87768
Office of Director General of Railroads
DIVISION OF LABOR.
MAR 10 1919
MAR 11 1919

Raton N.M.
Mar 5 — 19.

Director General Lines
Dear Sir:
I wish to Explain
the matter to you
in regard to your Order
of Article No 27. in which
we were to Received
Brakemen pay. and
this have never been
done by the Santa Fe
the Order was issued

to pay back time for the year of 1918.
this have never been done. and we as
Santa Fe Porters. ~~have~~ — have not made a
living Salary. and I kindly ask you
to take care of the matter for us. for our
times have been held up. & No ~~[illegible]~~
Information can be Received.
as to what the cause are. I have never
Over Over $76.00 per mo since you Orfer been
arfect. hoping you will Consider the matter
Wishing an Early Reply
Yours
P. Pollard
Raton N.M.
Box 131.

80768

March 10, 1919.

Dear Mr. Pollard:

The Director General requests me to acknowledge receipt of your letter of the 5th inst. with regard to your not receiving the proper rate of pay.

Mr. W. S. Carter, Director, Division of Labor, is giving matters of this kind his attention. Your letter has been referred to him with the request that he give it his careful consideration.

Sincerely yours,

(Signed) M. B. C.

Mr. P. Pollard,
Box 151,
Rincon, N. M.

C.W.

March 13, 1919

E-38-11

Mr. P. Pollard,
Box 1318
Rincon, N. M.

Dear Sir:

This will acknowledge the receipt of your letter of March 5, addressed to the Director General and referred to this office for reply, in reference to back pay which you claim to be due you.

Before I can answer you intelligently as to wheter or not you are entitled to back pay, it will be necessary for me to know the work you have been doing since January 1, 1918. Please advise me the name of the individual, concern or railroad for which you worked in each instance, the date you commenced work there and the date you left that employ, together with the class of work you did while in that service, giving me this information right up to the present time.

Very truly yours,

Assistant Director.

J. A. FRANKLIN

7-nws

11

DIVISION OF LABOR

E 38-11

Raton N. Mex
Mar. - 17 - 19.

Mr. W. S. Carter
Victor Div of Labor.

MAR 24 1919

Dear Sir.

Refering to your letter of the 13th. John Acknollagening (Same) was employed of the A.T.S.F. R-R. from April the 23 1918. up until present time as head man Porter.

Doing work of brakeman as instruction
of all Santfe book of Rule Requir.
The run in which I now hold.
pays Salary of $120.65 per mo. for a 26 &
27 day month with one hour overtime
each day. I have worked on this said
run head in man for a Salary of
$71.50 per mo. have only drawn from
August the first the over time
all work from April 23. 1918 till
Present date. have been in the Rio-
Grand division

Thanking you for the
Acknowledgement of
your letter.

Hoping an Early
Reply

Respt —
P Pollard
Rincon
N.M.

BX 131

March 27, 1919

E-38-11

Mr. P. Pollard,
B o x 131,
Hinson, N. Mex.

Dear Sir:

This will acknowledge the receipt of your letter of March 17, addressed to Mr. W. S. Carter, Director of the Division of Labor, with further reference to back pay which you claim to be due you.

I am attaching hereto a copy of General Order #27, which covers porters and brakemen. Should any injustices or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, such statement to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office, when prompt attention will be given the matter and an adjustment effected.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-mr/s

C

THE PROGRESS TAILORING CO.

CHICAGO

E3811-A

Referring to Order No. _____ For Mr. _____

Rincon N.M.

April 7-19

DIVISION OF LABOR.

Mr J. A. Franklin

Dear Sir.

APR 12 1919

This is to acknowledge the Recept of your letter of march the 13 in which I wish to say, I am Employed as head in Porter doing work of a brakeman on Rio Grand Division of A.T.S.F. R-R.

THE PROGRESS TAILORING CO.

CHICAGO

Referring to Order No._____ For Mr._____

have been employed
by said Division since
April the 24 1918. past
in which the run
have paid $1,200.65 with
one hour over time
Each day work in which
I have drew $7.50 for
Same, at present I
am asking for Oleen
Investigation if we
shall be paid by Order
No. 27. are not

April 16, 1919

E-38-11-A

Mr. P. Pollard,
Box 131,
Rincon, N. Mex.

Dear Sir:

This will acknowledge the receipt of your letter of April 7, with further reference to back pay which you claim to be due you.

The only wage order under which back pay would accrue to a porter in the position you occupy is General Order #27, copy attached.

Should you feel that you are not properly treated under the wage order, however, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, copy attached, such statement to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office, when the matter will have prompt attention and an adjustment effected.

Very truly yours,

J.A. FRANKLIN

Assistant Director.

7-nws

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A.M.

DIVISION OF LABOR.
E 28-11

George G. Ross,

ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

DENVER, COLO., July ~~19th~~ Aug 3 1918 191

Mr. W.S. Carter, Director,
Div, of Labor, U.S. R.R.
Mr. J. Administration, Washington, D.C.

In accordance wit instructions from the office of the Director General who reffered the inclosed letter to you for a reply, I am now writing to you. I also desire to call your attentin further to the more acts of discrimination on the part of the superiors in charge of the Colored Trainmen . Take the Santa Fe run to California with a Colored Trainman or Porter who does the same duty as a head brakeman according to rule 442 & and 443 and when the chandge is made at Gallup , New Mexico the whit brakeman relieves the Colored porter or trainman: and when the white brake man comes east he is in turn relieved by the Colored porter with brakeman's duties. Full crew law is given as a excuse for this grave injustice to the man who not only does the work of a brakeman but also that of a porter, with the pay of an ordinary porter. I am told that you experienced inthe train service because of the fact of your connection with the Unions which our men hope will qid you in their behalf in securing them justice.

Thanking you in advance for your early reply ,

I have the honor of being,

Respectfully Yours,

Geo G Ross

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A. M.

Copy sent to Director General McAdoo

George G. Ross,
ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

DENVER, COLO., July 1918. 191

Railroad Porter's Adjustment No.1,
Director of the Division of Laborers,
Unites States Railroad Administration,
Washington , D. C.

Dear Sir:- I am writing you in behalf of the colored Railroad Porters and Trainmen, under your jurisdiction, which are in the Colorado Division. Referring to your general order No.27, of wages of railroad employees as firemen, trainmen and switchmen, shall have the same rate of wages, as are paid whitemen in the same capacity. Back pay for the period of January 1st, 1918 to May 31st 1918 will be based upon the increasing provided in Article 2 of this order for such positions. Back pay will not apply to the further increase rate made effective by this article.

It seems that the men who have received their money for the month of June have not been treated fairly, in that they have not received wages equal to the amount according to the kind of work done by white men. The colored men in the railroad employe it seems have been discriminated against in wages in that regard. As I understand your order,service counts for nothing and there is a discrimination between the Northern Colored trainmen and the Southern Colored trainmen, as well as between the white and colored trainmen. Whether these discriminations are known by your board or not we are unable to learn, but we are taking this opportunity to inform you. Of course, we know that before the railroads passed into your hands, the Unions had constitution which forbade trainmen of color from being anything else than a train porter; notwithstanding the fact that he did the work of a brakeman.

Calling your attention to the fact stated in the book of rules and regulations of the Operating Board. page 81 Section 441 and 442,

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A. M.

George G. Ross,
ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

DENVER, COLO., _____ 191

under the head of train porters; the following is stated: "Trainmen report and receive the instructions from the train master. While on duty they are under the direction of the conductor." 442:"They will be required to perform all the duties of a brakeman and in addition will carry the proper tools and equipment and keep chair car as neat and clean as possible, pick up newspaper and litter, sweep, dust or wipe the coaches when necessary, and use every precaution to make the passengers as comfortable as possible."

Referring to the rules and regulations of the operating department of the Colorado and Southern, page 130, under the head of Passenger Brakemen, section 1173 is as follows:- "In the absence or disability of a brakeman, passenger brakeman, their train porters must perform this service. Protection being the first consideration nothing must be allowed to interfere with prompt and efficient carrying out of this duty." 1174; "The front brakeman or trainporter must have the necessary equipment at hand and be ready for use and be prepared to protect the front train when necessary." 1175; "Close observation, and knowledge of train signals, read train orders, keep them in mind, and should there be occasion to do so, remind the conductor." 1176: "Advise the conductor in the necessary inspection of their trains, and see that the end brakes are in order; and properly adjusted for effective operation."

You can see from these sections used in the operating department of the Santa Fe and Colorado and Southern, which conditions are true in

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A. M.

George G. Ross,
ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

 DENVER, COLO., _____ 191

this division with reference to Negro Trainmen, that these trainmen and porters of color are doing the work of brakemen and additional work of porters, yet receive less for the same kind of services. We are thus addressing you this letter calling your attention to the same and respectfully ask that you see to it that these colored trainmen of this division not only be given what was promised them in No. 27, but that they be given equal consideration for their services, and not be denied the fruits of their labor on account of their color, while they give desirable service for less money.

I trust that this letter will receive fair and impartial consideration from your board. Before closing may I state that from good authority it has been rumored among colored trainmen of this division that if they made a demand for the same wages white trainmen receive they will be put out of the service. This may be idle gossip, and it may be carried out through the feeling of prejudice that exists for colored trainmen, but whether "idle gossip" or rumor, Negro trainmen of this division are much aroused over the statement.

Thanking you for your kind attention in this matter, and awaiting an early reply, I have the pleasure of remaining,

Respectfully yours,

Geo. G. Ross

August 14,1918

Mr. George G. Ross, Attorney,
929 - 17th Street,
Denver, Colo.

Dear Sir:—

Your letter of July 29th has been received, and I note attached thereto a communication signed by yourself with regard to wages paid to certain "porter-passenger trainmen", as you describe them.

I am sure that you are mistaken in your belief that discrimination is being practiced in this case, but if you believe the contrary after I have explained the situation, I shall be glad to hear from you further.

General Order No. 27 provided for certain increases in wages based upon the wage payments in effect in December, 1915 for certain "positions", with the provision that colored brakemen, firemen and switchmen should receive the same pay as white men.

If the men referred to were actually firemen, brakemen or switchmen, and classed as such on the payrolls of the railroad, they would be entitled to the increases as herein described, and as set forth in General Order No. 27.

On the other hand, if the case that you refer to me is practically the same as many others that have been referred to me, it is as follows:

Many railroads, especially in the South, have employed for years colored men who are known as "train porters". It is explained in correspondence that has been received by this office that these men are also required to do work similar to the passenger trainmen or flagmen. With this understanding of the matter, I have advised others that General Order No. 27 does not change the status of employes, but simply increases their wages in accordance with General Order No. 27. I have said to these colored porters that General Order No. 27 would not make "passenger trainmen" of them. I have said to them, in every instance, that if they now desire to have special consideration given to the payment of wages, they should take the

matter up with the Board of Railroad Wages and Working Conditions, which Board has authority to investigate and recommend increases in wages for such men, if they believe that this should be done.

There is nothing in General Order No. 27, or in any other Order issued by the Director General, that says where colored porters have been employed, even though they did the work of passenger trainmen, that they should be classed as passenger trainmen and paid as provided in Article VI of General Order No. 27. These men have always been known as "train porters" and if their wages are to be beyond those set forth in General Order No. 27, it can be done only upon the recommendation of the Wage Board.

For your information will say that the address of the Wage Board is as follows:

Mr. G. H. Sines, Chairman,
Board of Railroad Wages and Working Conditions,
Southern Railway Building, Washington, D.C.

Yours truly,
W.M. CARTER

CC to
Mr.G.H.Sines.

1-LFS

RESIDENCE: 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A. M.

E-55

George G. Ross,

ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

LABOR

DENVER, COLO., ~~Feb. 3rd, 1919.~~

Mr. W. S. Carter, Director, Division of Labor,
President of Railroad Engineers and Firemen,
Washington, D. C.

FEB 7 1919

Honorable Sir:- I am in receipt of a copy supplement No. 12 to General order No. 27 and the colored trainmen and train porters do not fully understand what is meant, as applied to them and desire to know your explanation or interpretation of the same as reference to "extra freight conductors" who may be permitted "to bump off" train porters on passenger runs. See art no 4 - white trainmen's seniority.

If that is the case then there can be no such thing as Negro train porters having seniority over white men. IN that case it will only be a question of time until the Negro train porter will be supplanted by white seniority. Mr. Carter we are asking your frank opinion on this matter. We desire to know just where we are placed and what our actual condition or relation is.

Calling your attention to General order No. 8, which contained among other things " No discriminations will be made in the employment, retention, or conditions of employment of employeesbecause of the membership or non membership in labor organizations." Is it not a fact that the B, of R.T. and O. R. C. now have a contract with the D. &R. G. whereby no more Negro train porters can be hired, restricting Negro labor merely on account of color and race? Will you tell me whether, to your knowledge, that contract is being enforced at present?

Thanking you for an answer to our inquiries, We remaim,

Respectfully yours,

Geo. G. Ross

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 FEB 18 AM 12 26

D367CH 49 1 EX NL

DENVER COLO 17

W S CARTER 19

DIRECTOR OF LABOR DIVISION WASHINGTON DC

CAN OR WILL YOU EXPLAIN WHY NO PAYMENT HAS BEEN MADE IN AWARDS TO NEGRO TRAINMEN PORTERS ACCORDING TO RECENT RULING IN EARLY DECEMBER AN OFFICIAL HERE CLAIMS ORDERS FROM YOU ADVISING THAT TRAIN PORTERS INCREASE WAS CANCELLED KINDLY BY NIGHTLETTER WHY NO PAYMENT OR CHANGE IF ANY

GEO G ROSS ATTY.

DIVISION OF LABOR.

FEB 18 1919

E-38-11

Feb. 20, 1919

Mr. Geo. G. Ross,
Attorney at Law,
Denver, Colo.

Dear Sir:

Your telegram of February 17th in regard to awards for negro trainmen porters has been received.

I will be glad to have you write me fully in regard to the case to which you refer. I have no knowledge of an order being issued cancelling award granted this class of employes.

Yours truly,

W. S. CARTER

S-as

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R 1 BEFORE 8 A. M.

I Rec'd E 38-11

George G. Ross,

ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

DIVISION OF LABOR.

DENVER, COLO., March 4th, 1919. 191

MAR 8 1919

Mr. W. S. Carter, Director,
Division of Labor
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:- In reply to your letter of the 20th ult, permit me to say; that it seems that the train porters running out of Goodland, Kansas, have had their pay held up for reasons that they do not understand, as their payment is not made under supplement seven. We are enclosing you a copy of the order from one C. A. Russel, trainmaster.

We are unable to grasp what right or power the train master has to with hold payment of these porter's checks, keeping them out of their money for some time for the reason that some one in Washington has not given them "definite instructions". It does seem to us that after the director general has passed upon the matter and issued an order for its enforcement that the same should be complied with forth with.

It is clearly evident that all the men named in the order are within the provisions of supplement 12 to general order 27 and it is not clear to us how or in what manner the regional director is trying to apply this supplement which has such clear and explicit unstructions as to the kind and class of work performed by these trainporters and brakemen.

Would you be kind enough to have the regional director make known his objections to us, stating just how and wherein his doubts arise.

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R 1 BEFORE 8 A. M.

George G. Ross,

ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

DENVER, COLO., _____ 191

Thanking you in advance for your speedy answer and consideration in this matter, we have the pleasure of announcing the payment of back pay by the Rio Grand this month and we sincerely trust that the Rock Island will speedily comply with the spirit and intention of supplement 12,

We have the pleasure of remaining,

Respectfully yours,

G. G. Ross

Copy

Subject: U. S. Railroad Administration - Supplement No.12 to General Order No. 27.

Goodland, Kansas, February 25,1919.

Train Porters,

W.N.Wilson
A. H. Walker
C. B. Bodenhammer
L. F. McRae
M. S. Lewis
Wm. Lytton
Zora Smith
Thomas White
Richard Earley
A. R. Harris.

The Regional Director indicates that there is some question regarding the application of circular No. 12 to General Order No. 27 which covers increase to pay to colored train porters and we are instructed that we defer paying the new rate until the matter is ~~passedxupon~~ further passed upon by the authority at Washington, it being understood that a case is now before the adjustment board from the southwestern region.

We are therefore advised the porters will be paid under the old rates as secured by application of supplement No. 7 and if advice is not received by the time the first half of February Checks are delivered, you will know that the increase is being held in obeyance until definite instructions are received from Washington. No adjustment will be made in the pay checks for the regular wages which have been included on the rolls for perhaps December and January and if later decision indicates the same pay as passenger flagmen is not allowed, deductions will be made from future wages to cover any erroneous payments in December and January.

C. A. Russel,
Train master.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT WYATT BUILDING, COR. 14th AND F STS., WASHINGTON, D. C.

LABOR

C198CH 161 NL 1/92

DENVER COLO MAR 10

HON W S CARTER

3247 13

DIRECTOR DIVN OF LABOR WASHINGTON DC

MAR 12 1919

IT LOOKS LIKE YOUR SUBORDINATE OFFICERS PERSISTENTLY ARE DETERMINED TO VIOLATE AND COMPLETELY ANNUL BOTH THE SPIRIT INTENTION AND PRACTICAL WORKING OF SUPPLEMENT TWELVE GENERAL TWENTY SEVEN ENCLOSE LATEST ATTEMPTED VIOLATION BY THE COLORADO SOUTHERN TRINIDAD COLO MARCH 6 1919 371 F PASSENGER CONDUCTORS W B GESLIE A B STONE TRAIN PORTERS GEO BURKE J E BOYD GENTLEMEN EFFECTIVE MARCH 1ST 1919 TRAIN PORTERS MUST NOT BE PERMITTED TO PERFORM ANY OF THE DUTIES PERTAINING TO TRAIN MOVEMENT COUPLINGS ETC UNTIL FURTHER INSTRUCTED

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT WYATT BUILDING, COR. 14th AND F STS., WASHINGTON, D. C.

C198CH SHEET 2/69 3247

YOURS TRULY E F LOTT ASST SUPT SURRENDER OF ALL SWITCH KEYS WAS DEMANDED AND FOLLOWED SECTION THREE OF SAID SUPPLEMENT READS THIS ORDER SHALL NOT CURTAIL THE DUTIES OF EMPLOYERS HERETOFORE CLASSIFIED AS TRAIN PORTERS YOUR OFFICERS EVERY ACT AND INDICATION POINTS AND THE FINAL ELIMINATION OF TRAIN PORTERS WILL YOU OR CAN YOU SPEEDILY AND KINDLY CORRECT THIS INJUSTICE PORTERS ONLY HAVE ASKED CLEAN AND SQUARE DEAL

ATTY GEORGE G ROSS.

Form G-7

TELEGRAM

E-38-11

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., March 12, 1919, 1918

Index

Attorney George E. Ross,

Denver, Colo

Your wire tenth to Mr.Carter just received with reference to alleged violation of Supplement twelve to General Order 27 period Complaints of similar character with reference to application of Supplement twelve have been filed with Division of Labor and Matter is being given consideration and will wire you as soon as definite decision is rendered.

J.A.Franklin

Ass't Director Div'n of Labor

WU FRANK 16926-C
S-LPS 12 M

March 12,1919.

E-38-11

Mr. George G. Ross,
Attorney at Law,
929 - 17th St.,
Denver, Colo.

Dear Sir:

This will acknowledge receipt of your letter of March 4th in regard to the matter of the application of General Order #27 and Supplement #12 thereto to train porters running out of Goodland, Kansas.

This is to advise you that there has been some questions raised in regard to the application of this Supplement which has to do with the duties performed by train porter before he could be properly classed under this Supplement and while some railroads have applied the order as issued, others have asked for an interpretation in order that they might be clear on the subject before applying same and therefore the application has been held up in some regions until a formal interpretation can be issued by the Board of Railroad Wages and Working Conditions covering same. I understand that this question is now pending before the Board and that a decision will be rendered within the very near future at which time same will be given wide publicity and all concerned will be notified.

In this connection you may advise your clients that they will lose nothing by the delay as when the interpretation is issued same will be applicable from the time the wage order was issued.

Yours truly,
L. A. FRANKLIN.

8-AR

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 MAR 18 AM 6 16

B9A 109--1/69 NL

MR C H SIMS DENVER COLO 17

CHAIRMAN BOARD OF RAILROAD WAGES AND WORKING CONDITIONS SOUTHERN RAILROAD BLDG WASHINGTON DC 1030

HAVE JUST BEEN ADVISED BY ASSISTANT DIRECTOR FRANKLIN THAT SOME QUESTIONS PENDING PERTAINING TO APPLICATION OF SUPPLEMENT TWELVE GENERAL ORDER 27 CONCERNING TRAIN PORTERS RAISED BY REGIONAL DIRECTORS WITHOUT NOTICE ARE BEING DETERMINED OUGHT NOT TRAINPORTERS BE PERMITTED KNOW ABOUT WHAT QUESTIONS RAISED BY WHOM WHAT DISTRICTS AND POINTS INVOLVED THEYRE MOST VITALLY CONCERNED SHOULDNT THEY BE ALLOWED TO CLARIFY BE SHEDDING LIGHT EXPLAIN JUSTIFY MODIFY OR DEFEND.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

1919 MAR 18 AM 6 16

B9A SHEET 2/40

WILL YOU FURNISH US COPY LIST OF OBJECTIONS AND QUESTIONS RAISED THAT TRAIN PORTERS MIGHT AT LEAST KNOW WHAT ISSUES WERE INVOLVED REFER TO OUR LETTER AUGUST 31 MIGHT WE HAVE SOME DAY TO HAVE OUR DAY IN COURT

ATTORNEY GEO G ROSS.

B. O. B.

Form 1230

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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LGM

DIVISION OF LABOR.

RECEIVED AT COM'L NAT'L BANK BLDG., COR. 14TH & G STS., N. W., WASHINGTON, D. C. ALWAYS OPEN

A22A 100 NL

DENVER COLO MARCH 18 1919

W S CARTER DIRECTOR 43 991

RAILROAD DIVISION OF LABOR WASHINGTON DC MAR 19 1919

ASSISTANT FRANKLINS LETTER TWELFTH MARCH STATED SOME REGIONAL DIRECTORS RAISED QUESTIONS OF APPLICATION TRAIN PORTERS DUTIES UNDER SUPPLEMENT TWELVE OTHERS WANT OFFICIAL INTERPRETATION FROM WAGE BOARD MATTER SUPPOSED TO BE BEFORE BOARD NOW EARLY DECISION EXPECTED BUT F F GAINES OF BOARD WIRED TODAY MATTER MENTIONED WAS APPLICATION REFERRED ME DIRECTOR LABOR DIVISION ALREADY TRIED BOTH BEFORE WHOM IS THIS MATTER NOW YOU OR BOARD WHY REFUSE TO ADVISE PORTERS EXACT QUESTION DIFICULTIES DISTRICTS PRECISE DOUBTS MATTER HAS TWO SIDES HAVE RIGHT TO DEFEND EXPLAIN MODIFY OR JUSTIFY KINDLY FORWARD COPY LIST OF MATTER AS PRESENTED BEFORE YOU OR BOARD

ATTORNEY GEORGE G ROSS

MARCH 19 1919 645AM

Form 1207

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Washington, DC, March 18, 1919. 191

FRANK BOGGS

To Geo. G. Ross,

Street and No. Attorney

Place Denver, Colorado.

Your wire seventeenth. This seems to be matter of application and should be taken up with Director Division of Labor.

F F Gaines

7-57

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

Form G-18

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

SUBJECT: BOARD OF RAILROAD WAGES AND WORKING CONDITIONS

DIVISION OF LABOR.
MAR 19 1919

March 18, 1919.

MEMORANDUM

Mr. W. S. Carter:

The enclosed telegram is respectfully referred to you, and Mr. Ross so advised.

F. F. Gaines.

7-57

C O P Y

On B. & O. No. 3, January 18, 1919.

10-27-33

Interpretation of Supplement 12 to General Order 27 -- classification of porters:

Mr. A. Robertson,
Federal Manager, Missouri Pacific Railroad, Etc.,
St. Louis, Mo.

Dear Sir:-

Answering your letter of the 9th inst., file F-R, above subject:

On discussing this matter in Washington have concluded that, pending decision of Adjustment Board in case which has been submitted by the Southern Region, you will make no change in classification of train porters on the Missouri Pacific.

For the present, at least, we will construe Supplement No. 12 to mean that no matter how many of the five items referred to are performed by train porters, their classification as train porters will not be changed -- in view of Article 3, which reads:

"This order shall not curtail the duties of employes heretofore classed as train porters."

Yours truly,

Signed -- B.F.Bush.

Copy District Director,
Federal Managers,
with copy of Mr. Robertson's letter 9th.

Form G-7

TELEGRAM

2—4406

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

Sent from Washington, D. C., March 19, 1919, 1918

E-38-11

Mr. George G. Ross, Attorney,

Denver, Colo.

Answering your wire eighteenth to Mr. Carter regarding application Supplement twelve to train porters period My understanding is that some question has been raised as to the meaning or intent of Article Three of Supplement Twelve and that the case has been submitted to Board of Adjustment for decision and it is expected that a decision in the matter will be rendered at a very early date which will adjust the questions raised as to the intent of the supplement.

J.A. FRANKLIN

ASS'T DIRECTOR DIV'N OF LABOR

WU FRANK 16986-C
2-lfs 3 PM

RESIDENCE. 2344 TREMONT PLACE
PHONE: OLIVE 6R1 BEFORE 8 A. M.

E-38-1-a

C

DIVISION OF LABOR.

George G. Ross,
ATTORNEY AND COUNSELLOR-AT-LAW
929 17TH STREET

PHONE: MAIN 6782

APR 12 1919

DENVER, COLO., April 7th, 1919. 191

Mr. J. A. Franklin,
Assistant Director
Division of Labor,
Washington, D. C.
Wa

Dear Sir:- Will you kindly tell me the interpretation and decision of the special adjustment board who were construing the meaning of Section 3 Supplement 12 General Order 27, concerning train porters? Not having heard from you I am writing for the above information.

Thanking you in advance for the above information, i am,

Respectfully yours,

Geo. G. Ross

April 16, 1919

E-38-11-a

Mr. Geo. G. Ross,
929 17th St.,
Denver, Colo.

Dear Sir:

This will acknowledge the receipt of your letter of April 7, with further reference to the application of Supplement #12.

Nothing definite has been done on this as yet, Mr. Ross. Just as soon as decision has been arrived at you will hear of it through the usual channels.

Very truly yours,

J.A. FRANKLIN

Assistant Director.

7-nws

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

DIVISION OF LABOR

1919 APR 16 PM 1 49

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CHICAGO ILL 16

J A FRANKLIN 1976

APR 16 1919

ASSISTANT DIRECTOR DIVISION OF LABOR US RR ADMINISTRATION WASHINGTON DC

SINCE DISPOSITION OF SUPPLEMENT NUMBER TWELVE GENERAL ORDER TWENTY SEVEN IS VERY IMPORTANT TO MANY MEMBERS OF THE RAILROAD MEN INTERNATIONAL BROTHERHOOD INDUSTRIAL ASSOCIATION PLEASE NOTIFY THIS OFFICE AT ONCE IF IN REVIEW OF THAT ORDER PUBLIC HEARINGS ARE TO BE HELD OR IF NEW MATERIAL IS TO BE ACCEPTED

R L HAYS.

TELEGRAM

THE DIRECTOR GENERAL OF RAILROADS

Sent from Washington, D. C., ~~April 16, 1919~~, 1918

E-38-11-a

R L Mays

3902 South State Street,

Room 3

Chicago, Illinois.

Your wire date with reference Supplement ~~Seven~~ 12 Stop Regional Directors instructed under date April seventh to apply Supplement Twelve as issued stop If there are any misapplications of the Supplement from that date handle in form of joint statement sending statement to this office for further attention. stop

J. A Franklin.

CHARGE GOVERNMENT RATES

E-28-14-a 88363

EAST END DRUG COMPANY

HAL. E. DUNCAN, *Proprietor*

PRESCRIPTIONS A SPECIALTY

PHONE MAIN 348 — 2d STREET AND AVENUE F

Office of Director General of Railroads — DIVISION OF LABOR.

Birmingham, Ala., April, 14, 1919.

APR 17 1919 — APR 17 1919

Mr. Walker D. Hines,.

Director General of Railroads,

Washington, D.C.

Dear Sir;

Please note the attached papers and advise me if our contention is just, also if you are informed as to the service we are performing and the compensation we receive for it.

We feel that we are being descriminated against as other roads in this Territory are paying their Colored trainmen according to General Order No. 27.

It is impossiable for us to maintain ourselves and families and buy the required uniforms on a salary of Sixty Dollars ($60.00) per month.

Yours Very Respectfully,

Albert Benham

Colored Trainman,

Seaboard Air Line Railroad Co.

Address. Albert Benham
1320 woodlon ave. 9th Coat
Birmingham Ala

W. G. Lee, President.

T. R. Dodge, Assistant President.

A. E. King, General Secretary and Treasurer.

Grand Lodge
Brotherhood of Railroad Trainmen

TRD*B

General Offices. Cleveland, Ohio.

March 31, 1919.

Mr. Albert Benham,
1320 Woodland Ave., 9th Court,
Birmingham, Ala.

Dear Sir:-

Your communication of the 25th inst. addressed to President W. G. Lee has been duly received and contents noted. Same has been referred to me for reply.

In this communication you desire to know how the colored brakemen employed on the Seaboard Air Line will be able to secure compensation given them under the Director General's Order No. 27, as you are not being paid in accordance with that decision.

If you are not receiving the wages that General Order No. 27 gives to you, then I would take the matter up with Mr. Walker D. Hines, Director General, U. S. Railroad Administration, Washington, D.C., and he will give you the information you desire.

Very truly yours,

T. R. Dodge

Assistant to the President.

Birmingham, Ala.,

March 25th 1919.

Mr. W. G. Lee, Pres.

Brotherhood of Ry, Trainmen,

Cleveland, Ohio.

Sir:-

If it si consistant and I am not asking too much of you or the organization of which you have the honor to represent, I would like to kn have some information as to what the prpper compensation for colored ### Porters, who act as head brakemen, on passenger trains on the Saaboard Air Line Railway, should be , and how we should go about having the order of theDirector General of Railroads complied with by our management also which gereral order applies to our case.

We are now on a flat rate of Sixty dollars ($60.00) per month, and do not feel that we are getting the amount the wage commission intentended we should get or else we are being discriminated against, as other roads in this district are paying the Porters that perform the same service that we do, the same pay as the (white) rear brakemen.

Thanking you for any consideration you may show us and trusting will write me for any information you desire I am

Respectfully,

Albert Benham

Address 1320 Woodland Avenue
9th Court.
Birmingham, Ala.,

88563

April 17, 19191

Dear Sir:

I am acknowledging for the Director General your letter of the 14th inst. with regard to the salaries of colored trainmen.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Division, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Albert Benham,
1320 Woodland Avenue, 9th Court,
Birmingham, Alabama.

C-W

April 18,1919.

E-38-11-A

Mr.Albert Benham,
1320 Woodlon Ave., 9th Court,
Birmingham,Ala.

Dear Sir:

This will acknowledge receipt of your letter of April 14th addressed to the Director General and referred to this Division for reply with reference to rate of pay to be accorded to colored porters who act as brakemen.

I attach hereto a copy of Supplement #12 and would advise that on April 7th instructions were issued to the Regional Directors to put this Supplement into effect as issued.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attachedm such statement to be signed by employees and their representatives as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-AR

Office of
Director General
of Railroads

88203

E-38-11-a

Atlanta, Ga.,
April 2,1919.

Hon.W.D.Hines, Director General,
United States Rail Road Administration,
Washington, D.C.

Dear Sir : -

We the undersigned employees on the Southern Rail Road lines running out of [redacted],Charlotte, N.C. and Atlanta, Ga., are classed as domestic porters and paid accordingly. We are required to perform duties such as opening and closing switches,use hand lamps for the protection and movements of trains;couple and uncouple cars and and engines and the hose and chain attachments thereof; Compare watches when required by rule.

Under supplement number twelve to general order no.27of Dec.2,1918, we feel we should be classed as passenger brakemen and paid accordingly, which we are not. We contend that we come under the following sections of that supplement : (B) Use hand and lamp signals for the protection and movement of trains; (C) Open and close switches; (D) Couple and uncouple cars and engines and the hose and chain attachments thereof. (E) Compare watches when required by rule.

APR 16 1919

We most respectfully ask that you give us aruling on this matter and instruct the officials on this line of your ruling, so that if it is as we believe it to be, we will get the increase and back time as mentioned in supplement no.12 to general order no.27.

We have bought liberty bonds out of propotion to our present salaries, thinking we could take care of these payments out of the increase of pay we thought we would get. We felt it our duty to assist the government that was assisting us and feel that all is necessary to be done for us will be done by you and the Rail Road Administration .

Thanking you in advance for whatever consideration you can give us, we are most respectfully,

Jno. T. Clowers.
413 Auburn Ave.,
Atlanta, Ga.

SIGNATURES CONTINUED.

Jno J. Flowers	Porter
Wyman Stokes	Porter
David Westfield	Porter
Henry O'Bellay	Porter
Belton Woodruff	Porter
John Ramsey	Porter
Hank Hillhouse	Porter
Janey Wall	Porter
Ebb Acker	Porter
Thomas Prather	Porter

88203

April 15, 1919.

Dear Sir:

This will acknowledge receipt of your letter of April 2nd, relative to the adjustment of your wages as Domestic Porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Jno. T. Clowers,
#413 Auburn Ave.,
Atlanta, Ga.

W-KL

April 18,1919.

E-38-11-A

Mr. Jno. T. Glowers,
413 Auburn Ave.,
Atlanta, Ga.

Dear Sir:

This will acknowledge receipt of your letter of April 2nd addressed to the Director General and referred to this Division for reply with reference to the application of Supplement #12 to your position.

On April 7th instructions were issued to the Regional Directors that the Supplement in question be applied as issued.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attachedn such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-AR

E-38-11-a

April 18,1919.

Mr. G. W. Lyons,
1524 T St., N.W.,
Washington,D.C.

Dear Sir:

With reference to the application of Supplement #12 to General Order #27, instructions were issued to Regional Directors on April 7th to apply the Supplement as issued.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-AR

2 E-38-11

Newton, Kansas, March 18,1919

DIVISION OF LABOR
MAR 22 1919

#12

Hon: W. S Carter,

Director, Division of Laber,

Washington, D. C.

Dear Sir:-

Referring to application of Supplement #12 to General Order #27, please note the attached; Through correspondence with my officials, as to why application of Supplement #12 was being with held and not complied by , I failed to receive any authenic reason or cause , for the with-holding order of the application of Supplement #12.

It therefore appear from the evidence submitted thro correspondence , thatn emp loyes heretofore known as Passenger train porters are being illegally held out of wages, that has been awarded by the Wage Board

I hereby make an humble appeal to you praying that you order said official to comply ~~xxxxxx~~by said Supplement x #12 to General Order #x #27.

Please advise.

Yours truly,

Samuel Ridley,
Passenger Tr. Porter,
321 W First St.
Newton, Kan.

Newton, Kansas. Feb. 15, 1919

Mr. F. C. Fox, General Manager
A. T. & S. F. Eastern Line
Topeka Kansas.

Dear Sir:

Refering to supplement 12, to General Order 27, as to whether said Supplement is applicable to Passenger Train Porters on A. T. & S. F. , I write you seeking information as to the status of said employes .

I was reliable informed some time ago that said order included Passenger Train Porters, but later learned that said order was suspended. Knowing you an official that stand for right and justice for all employes, I appeal to you for interpertation of same,? and whether this suspension is temporary or permanent. Believing that you will give me the desired information, I thank you in advance for same.

Yours Truly ,

(Copy)

Topeka , Kansas February 19,1919

Mr. Samuel Ridley
321 West First St.,
Newton, Kansas.

Dear Sir:

This will acknowlege receipt of your letter of February 15th making inquiry as to application of Supplement No. 12 to General Order No. 27 as respects train porters on the Eastern Lines.

Have to advise that it was the original understanding that Supplement 12 was to apply to our train porters but to prior to putting this into effect we were instructed to withhold such application pending further consideration of the matter at Washinton.

This would indicate that there is possibly something further to be looked for from that source , but until such time as advice is received regret that am unable to inform you as to the present status other than as stated above.

Yours truly,

(Copy)

Newton, Kansas, 2/24/1919

Mr. F. C. Fox:
General Manger A. T. & S. F. Eastern Lines,
Topeka, Kansas,

Dear Sir:-

Your reply to my letter of Feb. 15th received , I thank you for the partial information that you gave me, referring to Director division of Labor's circular #3 paragraph (d) I am writing you for further information .

Your letter stated that it was the original understanding that Supplement #12 was to apply to your train porters but that prior to putting this into effect you were instructed to with held said application pending further consideration of the matter at Washington,.you failed to advise who issued said holding order or what Government Department at Washington is considering this matter. Please advise, if the Director Division of Labor issued said holdingorder, if not What Department?

Please advise before what Department at Washington is this matter being considered ?

As Government Employes we should know where our case rest.

I hope you will furnish me with this valuable information, and I thank you in advance for the same.

Your for success

(Copy)

Topeka, Kansas, February 26, 1919

Mr. Samuel Ridley,

321 W. 1st Street,

Newton, Kansas.

Dear Sir:

In reply~~ing~~ to yours of the 24th instant I beg to advise that I am unable to give you the name of the Railroad Administration office or the Department from which the order to hold up Supplement 12, pending a further consideration at Washington, was issued. The instruction reached us through Mr. Storey, the federal Manager.

Am unable to advise the present status of the matter or what Department or Board of the Administration is at present considering the question.

Yours truly,

(Copy)

Newton, Kansas, March 4, 1919

Mr. W. B. Storey, Federal Mgr.

Chicago,

Dear Sir:

Referring to Supplement #12 to General Order #27 and Director, Division of Labor Circular #3, paragraph (d) please note the attached. I appeal to you seeking advice and the status of employes heretofore known as passenger train porters, and whether said supplement is applicable to said employes. I was reliable informed that said Supplement was issued for the purpose of covering the case of said employes, and would be complied by, but later I was informed that an order was issued with-holding said application pending further consideration.

Please advise what Department issued said with-holding order and what Department or Board of Administration at Washinton is considering this matter.

Dear Sir, the pecuniary consideration has drifted to insignificant, Right and Justice are now paramount.

As loyal citizens, 100 percent Americans and Government Employes, we are seeking to find out if our Government intend to deal with us as such.

Knowing you to be in a position to know and an official that stand for right and justice for all man, I therefore appeal our case to you , seeking the intent and purpose of said Supplement #12, and why said with-holding orderwas issued? Is said with-holding order temporary or permanent? What Department or Board of Administration issued said order? Trusting that you will furnish me this valuable information, am thanking you in advance for same.

Yours truly,

(Copy)

Subject: Application of Supplement No. 12 to General Order No. 27.

Chicago Ill. March 7, 1919
File----------23874-12.

Mr. Samuel Ridley,
Train Porter
321 W. First St.,
Newton, Kansas.

Dear Sir:

Referring to your letter of March 4th, -will advise that the application of Supplement No. 12 to General Order No. 27 is being with-held on instructions received from Mr. Hale Holden, Regional Director, central Western Region, under date of January 25th, 1919.

It is our understanding that the matter is being further considered at Washington, and a decision will be rendered at an early date

Yours very truly,

(Copy)

April 21, 1919

E-38-11

Mr. Samuel Ridley,
321 West First Street,
Newton, Kansas.

Dear Sir:

This will acknowledge receipt of your letter of March 18th, addressed to Mr. Carter, with reference to the application of Supplement No. 12 to General Order No. 27.

On April 7th instructions were issued to all Regional Directors to apply the Supplements as issued.

If there are any injustices in or misapplications of the wage order arising, I would suggest that you endeavor to adjust the matter personally with your superior officer, failing a personal settlement that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, a joint statement of fact should be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. Upon receipt of such a statement in this office, the matter will be adjusted.

Yours for the Victory Loan,

L. A. FRANKLIN

7-gh

L. A. FRANKLIN

Sam'l Ridley, Pres.
Wm, Coleman, Vice Pres.

Carl Gross, Secy.
Jim Gross, Treas.

C

The Colored Protective League

NEWTON, KANSAS. Apr. 16-19.

DIVISION OF LABOR

Hon. W. S. Carter, Director, Division of Labor,
Washington, D.C.

E. 38 11

Dear Sir:-

Referring to my letter with copies of Correspondence attached, under date of March 18-1919, to you, please advise if same was received,

Yours truly
Samuel Ridley

FORM 95½

DIVISION OF LABOR.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY

E-38-11-a

APR 21 1919

Guntersville ala
4.18.19

Mr W S Carter I am a train Porter on the N.C.&.St.L Huntsville Division Tennessee and Coosa branch from Gadsden to Guntersville and return Leave Gadsden 7.30 am arive Guntersville 9.30 a m then we are the Switch Engine there until 5.40 PM and am only paid $1.90 a day as a pasanger train porter and 22½ cts a hour overtime and I do the same work the brakeman does and do the other work besise for we Leave there at 5.40 PM a passanger train and my under Standing that one mae to receive the same pay as anather if they done the same work regardles to Seck or Collar the Chairman of the B.R.T told me to write you and you would look after it for me. and the train master told me the only way they Keep from paying me a Brakeman pay may just not do it please look after this for me as I feel that I am due a brakey pay and Lenral & Back pay yours truly

Shed Moore

April 22,1919.

E-38-11-A

Mr. Shed Moore,
Guntersville, Alabama.

Dear Sir:

This will acknowledge receipt of your letterof April 18th with reference to the rate of pay applicable to the position you held as train porter on the N. C. & St. L. RR.

I attach hereto a copy of Supplement #12 to General Order #27 and will advise that on April 7th instructions were issued to all Regional Directors to the effect that the supplement should be applied as issued.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an association of railroad employees. Should you not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment be effected.

Yours truly,

L.A. FRANKLIN

7-AR

Office of Director General of Railroads

E 38-11-1 39594

DIVISION OF LABOR

APR 23 1919

APR 28 1919

Walter Gates
Grand Lodge
Pleasantville Pa

Train Porters what
are we to take or buy
this victory Liberty Loan
Bonds. 1st General order
2d. gave us Brakeman
Pay. and Classed us as
Passenger Train Brakesmen
we Received (1) 5. or Pennant
Emblem and (1) Switch keys
taken from us. order #2
gave us 20. or platinis

2

We Received nothing
the Present Increase
gives Every body an
Increase but Train
Porters. Every thing adva-
nced 100 one hundred Per %
and our Salary advanced
nothing. Please advise
us

A. A. Travis
Porters of N & C. L & N
R. R. 4-20-19

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

WASHINGTON

E-38-11-a

DIVISION OF LABOR
W. S. CARTER, DIRECTOR
J. A. FRANKLIN, ASST. DIRECTOR

RAILWAY BOARD OF ADJUSTMENT NO. 1
SOUTHERN RAILROAD BUILDING

F. A. BURGESS, CHAIRMAN
E. T. WHITER, VICE CHAIRMAN

W. M. CLARK — CHAS. P. NEILL
W. N. DOAK — D. B. ROBERTSON
J. W. HIGGINS — JNO. G. WALBER

April 21st, 1919. D

DIVISION OF LABOR.

APR 22 1919

Mr. W. S. Carter, Director,
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

I herewith attach letter received from the Special Representative of the Grand President of the Colored Association of Railway Employees. This communication has been placed before Railway Board of Adjustment No. 1 and the Board decides that they have no jurisdiction in the premises.

As a matter of information to you, there has been no case referred to us concerning an interpretation of Supplement No. 12. Furthermore, we understand Supplement No. 12 to be an Order by the Director General, therefore the Board refers the matter to you.

Yours respectfully,

F. A. Burgess

Chairman.

Copy to Mr. S. A. Padgett, Special Representative
of the Grand President
of the Colored Association
of Railway Employees.

S. A. PADGETT, GRAND ORGANIZER

Colored Association of Railway Employees

[redacted]

25

919 Market St.

Knoxville, Tennessee

HEADQUARTERS:
27 WEST JACKSON MOUND STREET
MEMPHIS, TENNESSEE

Knoxville Tenn.April,16,1919.

Mr.F.E.Burges Chairman Of Adjustment Board No.1 Room 731 Southern Railway Building.Washington D.C.

Dear Sir I have been informed that some of the Railroads are asking for an Interpretation of Supplement No.12 To General Order No.27 There-fore I ask you to please let me know whether or not your Board

has taken any action in this matter as I would like very much to be present when the matter comes up as I have handled the casesof these men before the Railroad Wage and Working Condition Board and I dont

Understand just what the Interpretation of Supplement No.12 To General Order No.27 that the Railroads are Asking for as the Train Porters that I Represent are performing all the duties that is mention in

Supplement No.12 and that is the reason that I would like to be present when the case comes up as I have not been able to find out just the part of Supplement No.12 they are asking to be changed as Supplement No.12 says that Colored Train Porters Performing these dutieswill be

Classified as Passenger Brakemen and paid the same as are paid to white Trainmen and I as Represenative of these men ask that before that any action is taken in this matter that you will kindley advise me the time when this case will be handled be-fore your Boards

Respectfully Yours.

S. A. Padgett Special Represenative of The Grand President.

April 24, 1919.
E-38-11-A

Mr. S. A. Padgett,
Special Representative of the Grand President,
C. A. of R.E., 919 Market St.,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of April 16th, addrssed to Mr. F. E. Burgess and referred to this division for reply, which I understand to be in reference to the application of Supplement No. 12 to General Order No. 27.

On April 7th instructions were issued by the Director General to applythe order as issued, and if injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through your organization, if you belong to an employee's association. Should you not belong to an employees association, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment be effected.

Yours very truly,

encl.
7-vs

A. A. FRANKLIN

Form G—19.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

FILE NO.

SUBJECT

April 21, 1919.

E 38-11-a

MEMORANDUM for MR. CARTER:

Attached hereto is a communication from George H. Bell, Lock Box 2434, Memphis, Tenn., relative to the complete file in behalf of the porters of the Arkansas division of the Rock Island Railroad. The writer has been advised that the matter has been referred to you.

M. B. C.

DIVISION OF LABOR.

fcl-hl

APR 23 1919

File 87429

Office of Director General of Railroads

MEM PHIS TENN. 4/15/ 19.

mr BRICE CLAGETT. IST. TO THE DIRECTOR GENERAL.
WASHINGTON D.C.

DEAR SIR YOURS , FILE# 87429.
YOU WILL NOTE THAT IS A COMPLAINT FILED IN BEHALF. OF THE THE PORTERS. OF THE ARK. DIV. OF THE ROCK ISLAND RAILROAD. I FILED THE COMPLAINT WITH THE DIRECTOR GENERAL OF RAIL ROADS. NOT ONE PORTER BUT EVERY PORTER ON THE ARK. DIVISION HAS BEN TREATED IN THE MATTER AS STATED IN MY LETTER HOPE YOU WILL NOTE THAT EVERY PORTER S. PAY ON THE ARK. DIV. HAS BEN AFFECTED. NOT JUST ONE BUT ALL ON THAT DIV. I SPEAK FOR ALL OF THE PORTERS I AM FILEING THE COMPLAINT . AND HOPE YOU WILL TAKE THE MATTER UP AS A WHOLE FOR THE PORTERS OF THE ARK. DIV. OF THE ROCK ISLAND. RAILROAD. I HOPE YOU WILL GO INTO THE FULL DETAILS OF THE MATTER WE SHALL THANK YOU SO MUTCH .

YOURS TRULY

Geo. H. Bell

LOCK. BOX 2435

MEMPHIS TENN.

PS I am appearing for the porters of the Ark Div Rock Island R.R. I note the order granting this Raise of Salary had not been Revoked then why does Rock Island RR Co. not pay? Every has gone do for as to take money Back that was granted?? & Held up any further payments no ~~Bire~~ Back Claim paid

Yours truly
Geo H. Bell

for MR. CARTER:

Attached hereto is a communication from George H. Bell, Lock Box 2434, Memphis, Tenn., relative to the complete file in behalf of the porters of the Arkansas division of the Rock Island Railroad. The writer has been advised that the matter has been referred to you.

M. B. C.

fcl-hl

April 26,1919.

E-38-11-A

Mr. Geo. H. Bell,
Lock Box 2435,
Memphis,Tenn.

Dear Sir:

This will acknowledge receipt of your letter of April 15th which I understand has to do with complaint in behalf of porters on the Rock Island RR.

What sort of porters do yourefer to? Do you mean porters acting as brakemen in conjunction with their other duties or Pullman Car porters?

Yours truly,

J. A. FRANKLIN

81786

E 38-11

Wichita Falls, Texas,

Mar., 10, 1919.

Office of Director General of Railroads

MAR 14 1919

Mr. W. D. Hines, Director General,

Honorable Sir:-

Having obtained a copy of Supplement No. 12 to General Order No. 27, we wish to state that we, the Colored passenger brakemen on the Wichita Valley Railroad, are qualified and are regularly required to perform all the following essential duties:

(a) "Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signals for the protection and movement of trains.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachements thereof.

(e) Compare watches when required by rule."

And in our contract, a copy of which was sent to your department some time ago, we are designated "Colored passenger brakemen."

We note too, Mr. Hines, that the above mentioned supplement was issued Dec. 2, 1918 but we are still paid $71.50 per month instead of $126.65, the amount paid white men performing the same duties.

Once more we respectfully

ask for an investigation to be made to ascertain why we do not receive the $126.65.

Very respectfully,
Chas. H. Taylor.
Jno Matthews
Jos O Woods

March 14, 1919.

Dear Mr. Taylor:

This will acknowledge for the Director General receipt of letter of the 10th instant, signed by yourself and others, with regard to salary of colored passenger brakemen on the Wichita Valley Railroad.

Mr. W. S. Carter, Director, Division of Labor, is giving matters of this nature his attention. Your letter is being referred to him for his consideration.

Sincerely yours,

(Signed) M. B. C.

Mr. Chas. H. Taylor,
Wichita Falls, Tex.

C-L

March 17, 1919

E-38-11

Mr. Chas. H. Taylor,
Wichita Falls, Tex.

Dear Sir:

This will acknowledge the receipt of your letter of the 10th of March, signed by yourself and Jno. Matthus and John Woods, addressed to the Director General and referred to this division for reply, with reference to the application of Supplement #12 to colored passenger brakemen.

Should any injustices or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter pursonally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, copy attached, such statement to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt attention and an adjustment effected.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-NWS

C/

DIVISION OF LABOR.

APR 23 1919

E 38-11-A

4-10-1919

Wichita Falls Tex

Mr. J. A. Franklin Asst Direct Gen
Washington
DC

Dear Sir

your letter of 3-17-1919 File E-38-11 rec'd. Inclosed please find copy of all letters in the casket of the undersigned men. Mr Stone has taken up for us, and done his best to reach an understanding with our officers for us, and you can see the results, now we appeal to you for settlement. you will find the names of the men and dates we have been relieved there on the Passenger trains, and the names one of the White men who relieved us, we do

all the work required just as the white men do, and they receive $26.65 and we get $1.50 and we feel that under Order No 27 Article No 6 we are entitled to the same pay. If there shall be no discrimination and we do all the things covered by supplement No 12 to order No 27 under Sec B C & D. we wish you would give this your attention, and advise us. awaiting your reply we are

Truly yours

Jno Woods
Jno Mothes
Chas H Taylor
per C.H.T.
Box 36

When which men relieved us

Sept	30 -	1918 -	C Merritt
Oct	1 -	"	"
"	2 -	"	L B Berry
"	3	"	"
"	4	"	M N Miller
"	5	"	"
"	6	"	C Merritt
"	7	"	M N Miller
"	8	"	C Merritt
"	9	"	M N Miller
10/14		"	Jas Green
to 23		"	" "

Wichita Falls, Texas.
12-2-1918

O.E.M. City.

Dear Sir:-

I have been requested by Chas Taylor Jno.Woods, and Jno.Mathis to take up with you the salary paid these men also instructed to handle same from our Grand Lodge officer-kindly advise why they are not paid in accordance with Page 23 article 6 of General Order No.27 issued by Director Gen.McAdoo these men have been relieved by white men and the white men receive 126.65 and you pay the negro men 71.50 for same services kindly advise why this discrimination.

(Signed) W.R.Stone.
C.L.G.Com.

(2)

Wichita Falls,Texas.
12-30-1918

Mr.O.E.Maer,Supt.
Wichita Falls,Texas.

Dear Sir;

My letter to you of 12_2_1918 referred to Mr.H.A.Gausewitz Genl.Supt unanswered kindly advise if you will obtain answer or shall I take up with him direct.

(Signed) W.R.Stone
C.G. Com.

(3)

Wichita Falls-December,3,1918

File 747-M

Mr.H.A.Gausewitz,
General Superintendent,
Ft.Worth,Texas.

Dear Sir:-

Herewith letter from W.R.Stone,Local Chairman,B.of R.T.Wichita Valley,who wants to know why the train porters salaries have not been increased. I assume you will give him the information direct.

(Signed) O.E.Maer.

-y- W R Stone,
Local Chairman,
B.of.R T,Wichita Valley,
Wichita Falls,Texas.

Copy.

Wichita Falls- Dec.30,1918

509-M

Mr.W.R.Stone,
Local Chairman,
B.of.R.T.,Wichita Valley,
Wichita Falls,Texas.

Dear Sir:-

Your letter December 30,relative to your letter of December 2nd.

Suggest that you write General Superintendent direct.

(Signed) O.E.Maer.

Copy.

(5)

W-Falls,Texas.

1-4-19

Mr.H.A.G.

Ft.Worth,

Dear Sir:

My letter to Mr.Maer Supt.Dec.2 1918 referred to you so far unanswered Dec.30.1918,, Mr.Maer advises to take up with you direct Kindly let me have reply.

(Signed) W.R.Stone,

O.L.G.Com.

Note.

Please advise what it covered attahc copy.

H.AG.

Copy.

Wichita Falls,Texas.Jan.20-1919

Mr.H.A.Gausewitz,Genl.Supt.

Ft.Worth,Texas.

Dear Sir:

My letter 1-4-1919 which was returned with notation at bottom for copy of letter referred to returned with copy as per your request 1-7 so far unanswered-kindly let me have reply.

(Signed) W.R.Stone.

G.G.C.WV.

Copy.

Fort Worth, Texas. January, 20th 1919

A-21606

Mr. W. R. Stone,
Local Chairman, B. of R.T.
Wichita Valley Railroad.
Wichita Falls, Texas.

Dear Sir:

Referring to your letter December 2nd to Mr. Maer, with reference to rate of pay of negro porters:

I understand that the administration is working on this now and hope to be able to give you something definite in the near future.

(Signed)
H. A. Gausewitz.

GS BRO NO.3- January 18th.1919

Fort Worth,Texas,January 29th 1919

Interpretation of Supplement 12 to
General Order No.27-Classification A-21606
of Train Porters.

Mr.W.R.Stone,
Local Chairman,B.of R.T.
Wichita Valley Railroad,
Wichita Falls,Texas.

Dear Sir;

Referring to your letter December 2nd to Mr.Maer, with reference to rate of pay for train porters:

I am enclosing herewith for your inforamtion copy of letter from Regional Director Bush to Mr.A.Robertson,Federal Manager of the Missouri Pacific Railroad,which is self-explanatory.

Signed. H.A.Gausewitz.

OM B&O NO.3- January 18th.1919

10-27-33

Interpretation of Supplement 12 to
General Order No.27-Classification
of Train Porters.

Mr.A.Robertson,
Federal Manager,M.P.RR
St.Louis,Mo.

Answering your letter of the 9th.Inst., File F&R above subject;

On discussing this matter in Washington have concluded that,pending decision of Adjustment Board on Case which has been ~~subm~~ submitted by the Southern Region,you will make no change in classification of train porters on the Missouri Pacific.

For the present,at least,we will construe Supplement #12 to mean that no matter how many of the five items referred to are performed by train posters,their classification as train porters will not be changed--in view of Article 3,which reads:

"This order shall not curtail the duties of employees heretofore classed as train porters."

(Signed) B.F.Bush,

Regional Director.

W-Falls,3-2-19

Mr.H.A.Gausewitz.

Ft.Worth,Texas.

Dear Sir:

Your letter Jan 29th. File A 21606- I have given more thought and find that on Sept.1st. 1909 that there was a contract made and that in same ~~and~~ the men are called Colored Brakemen then I find upon Sept.30th.1915 your file A-45780 you class them colored Brakemen and state that there shall be no change in the manning of these trains then in yours of Jan.29th.you call them porters article No.6 page 23 of Gen.Order No.27 May 25-1918 reads colored men employed as trainmen firemen and switchmen shall be paid the same rates of wages as are paid white men in the same capacities Mr.Bushes letter to Mr.Robertson about porters on Missouri Pacific does not cover our question in ~~my~~ opinion and wish you would now give me your final decision as to your classification of these men that I may hand all papers to Grand Lodge to show what action has been taken.

Signed W.R.S.

Unanswered.

Wichita Falls,3-21-19

Mr.H.A.G.,

Ft.W.

Dear Sir:

Inclosed please find copy my letter of 3-21-19 which I have not so far had an answer kindly let me have your reply as early as convenient.

Yours Very Truly,

W.R.S.

Unanswered.

Ft.Worth,Texas,September 30,1915

A-45780

Mr.J.L.Bonds,
Chairman,O.R.C.Wichita Valley,Ry.,
Wichita Falls,Texas. (11)

Mr.R.P.Sherwood,
Chairman,B.of R.T. Wichita Valley Ry.
Wichita Falls,Texas.

Gentlemen:-

In compliance with your request at conference this date,we have omitted mentioning the service or rates of pay governing colored brakeman on the Wichita Valley passenger trains in the agreed schedule effective October 1st,1915.

This is done with the expressed understanding that there is to be no change in the present manning of these trains,but in the event conditions arise which call for or make necessary an additional Trainman on these Wichita Valley passenger trains,the place will be filled by a white Trainman from the Wichita Valley roster in accordance with the above schedule.

I am giving you this letter in duplicate,and you will kindly return one copy,noting thereon your acknowledgment and understanding of the above.

I am also furnishing copies of this letter to Messrs.Carey and Farquharson,Officers of the O.R.C.and B.of R.T.respectfully.

Signed.

H.A.Gausewitz.

April 28,1919
E-38-11-A

Mr.Jno.Woods,
Mr.Jno.Mathis
Mr.Chas.H.Taylor,

Box 36, Wichita Falls, Texas.

Dear Sirs:-

This will acknowledge receipt of yours of April 10th, with further reference to the application of Supplement No.12 to colored passenger brakemen.

Under date of April 7th instructions were issued to the Regional Directors that Supplement No. 12 be applied as issued, and I suggest you again take up in accordance with my letter of March 17th if there are any unjust applications of the supplement, as I understand that the instructions issued will change the understanding of certain local officers with regard to this wage order.

Yours very truly,

D. A. FRANKLIN

7-LFS

90042

CARLOS BEE
14TH. DIST. TEXAS

E-38-1-a

House of Representatives U. S.

Washington, D. C.

DIVISION OF LABOR.

April 24, 1919.

APR 25 1919

Hon. Walker D. Hines,
Director, R.R. Administration,
City.

APR 25

My dear Sir:

I am enclosing herewith a letter received from some train porters of my District, which is self-explanatory.

Will you kindly advise me in the premises, and oblige?

Yours sincerely,

O-

Carlos Bee

DIVISION OF LABOR.

APR 26 1919

San Antonio, Texas.
April 7, 1919.

Hon. Carlos Bee,
San Antonio, Texas.

Dear Sir:

The colored brakemen, commonly called "train porters," working on passenger trains in the Southwestern Region under the juisdiction of Hon. B.F.Bush, Regional Director, and Hon. J.L.Lancaster, Federal Manager, are appreciative of what Hon. W.G.McAdoo has done in ordering that the same rate of wages be paid colored men as are paid white men working in the same capacity. As yet, some of us have not received the benefit, though we are doing the same work and even more.

When General Order No. 27 Article VI was issued, controversies arose as to the interpretation, consequently, Supplement No.12 to General Order No.27 was issued, a copy of which we enclose for your information.

We colored trainmen are performing the following essential duties, some of us are registering as brakemen, as the enclosed register sheet shows, and the railroad companies are useing us in that capacity, but not paying us brakemen's wages.

The white brakemen receive approximately $114.80 per month, while we receive only $71.50 per month.

We perform both train porter and brakemen's work, whose duties are viz: to couple and uncouple cars and engines and the hose and chain attachments, compare watches when required, open and close switches, use hand and lamp signals for the protection and movement of trains, inspect cars and test signal and brake apparatus for the safety of trains, flag crossings, pick-up and set-out cars, put in brasses and attend hot-boxes, chain up cars when drawheads are pulled out, assist in unloading and loading baggage and express, call stations, dismiss and receive passengers, look out for their comfort and safety, keep the cars clean and in a sanitary condition.

We are required to have a copy of the current time-table, read all train orders and keep them in mind, report for duty thirty minuts before the time for departure of train, and remain on duty until train is disposed of at end of trip; to have locker, coach, gas, and switch key, and at intermediate points where car cleaners are not employed, we are required to clean, heat, and light the cars and supply them with water, ice, and fuel as they may require, and at the end of each trip we are detained at the station doing the white brakemen's work, such as, drawing supplies, cleaning and taking care of his equipment, and at the same time look out and care for the conductor etc., and many other duties and responsibilities too numerous to mention.

We have no objection of doing brakemen and porter's work, but we feel that it is unjust to do both and only receive porter's pay.

Now, referring to Supplement No.12 to General Order No.27, we have taken up this matter with our officials according to Circular No.3, a copy of which we enclose for your information, with no tangible results.

This Supplement was put into effect by some of the railroad Managements viz: S.P. and Santa Fe, but later on, before some of us received the benefits viz: I.& G.N., S.A.U.& G.,M.K.& T.,and others, the Supplement was held up, claiming, for interpretation.

Many of us with our small earnings have made extreme sacrifices in purchasing Liberty Bonds, War Saving Stamps etc. expecting in the near future to be compensated for our services in accordance to said Supplement.

The United States Board of Publicity, the Federal and General Managers are insisting upon us to take out Victory Liberty Loans, in order to save the Country and the men who fought for Universal Democracy.

walker
H M Hines

We cannot at these strenuous times meet the requirements of the Government and railroad companies, support our families and ourselves on $71.50 per month.

We respectfully ask you to lend us your assistance in seeing that we get a square deal, by being paid in accordance to said Supplement, as the Director General has intended.

Respectfully submitted for your consideration.

FROM YOUR DEVOTED FRIENDS.

April 28,1919.

E-38-11-A

My dear Congressman:

This will acknowledge receipt of your letter of April 24th addressed to the Director General and referred to this Division for reply,enclosing a letter from certain colored train porters.

I have to advise you that on April 7th the Regional Directors were instructed to apply Supplement No. 12 to General Order No.27, as issued, copies of both attached.

Should any injustices in or misapplications of the wage orders arise, I would suggest that the matter be handled by the employees with the superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through their organization. Should they not belong to an employees' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials and forwarded to this office. Upon receipt of such a statement in this office the matter will have prompt atention and an adjustment be effected.

Yours truly,

J. A. FRANKLIN

7-AR

Hon.Carlos Bee,
House of Representatives,U.S.,
Washington,D.C.

90042

April 25, 1919.

My dear Congressman:

Permit me in the absence of the Director General to acknowledge receipt of your letter of the 24th inst. transmitting letter from colored train porters with regard to their belief that they are not receiving the rate of pay to which they are entitled.

Mr. W. S. Carter, Director, Division of Labor, is being requested to give your letter careful attention.

Sincerely yours,

(Signed) M. B. C.

Honorable Carlos Bee,
House of Representatives,
Washington, D. C.

C*W

Memphis Tenn E 38 - 11 - A -

87 29

APR 9 - 1919

Hon Walker D. Hines, D. G. - R.R.S. -

my Dear Sir

I am Calling your attention to the ark - Division of Rock Island R.R. - Passenger Dept.; on first of Jan 1919 all Colored porters received notice that their Salary would be raised & back pay would be paid them accordingly, - order # 27 they received a raise for Jan and ½ of Feb; then said officials of R.I. - R.R. Co; without notice - discontinued said raise & Now taken back said money paid as raise. of the last half of Feb. which was very disappointing to the Colored porters in meeting their obligations, yet they performed their duty; I ask - you for a thorough Investigation - and order all back pay paid to said train porters of the R.I. R.R. Co. Justice; as the I.C. R.R. has did - paying passengers -

#2

Posters a Raise - order #273

Knowing you Mr. Sims - fair and Just towards all Honest Working men I appeal this Grievance to Your Honor - for Redress - I hold my Self in Readiness to furnish any Information you may Desire.

I beg to Remain Yours -

Geo. H. Bell

Lock Box #2435

Memphis Tenn

87429

April 11, 1919.

Dear Sir:

This will acknowledge receipt of your letter of April 9th, relative to the adjustment of your wages as porter for the Rock Island Railroad.

Your letter has been referred to Mr. W. S. Carter, Director, Division of Labor, with request that same be given prompt attention.

Sincerely yours,

(Signed) M. B. C.

Mr. George H. Bell,
Lock Box #2435,
Memphis, Tenn.

Y:C

April 15, 1919

E-38-11 A

Mr. Geo. H. Ball,
Lock Box 2435,
Memphis, Tenn.

Dear Sir:

This will acknowledge the receipt of your letter of April 9 addressed to the Director General and referred to this division for reply, which I understand to be with reference to the application of Supplement #12 to General Order #27.

Please be advised that when this supplement was issued, copy attached, it was expected that it would be applied immediately but the practical use of the supplement has been found not to be possible just at present, inasmuch as certain conditions that would result from its application had not been foreseen, and have had to be given consideration.

Just as soon as anything definite is done as to the application of this wage order, all interested parties will be advised in the usual way.

Very truly yours,

J. A. FRANKLIN

Assistant Director.

F-nws

C/ COPY.

E38-11-A

MEMPHIS. TENN 4 /24 / 1919.

DIVISION OF LABOR
APR 26 1919

E_ 38_ 11-A

=DIVISION OF LABOR.

HON. W.S. CARTERM.

DIRECTOR

[redacted]

DEAR SIR

THIS WILL INFORM YOU THAT THE CONTENTIONS HELD, YOU HAVE OVER LOOKED I STATED TO YOU THAT THE PORTERS HAD BEN PAID A RAISE OF SALERY FOR THE MONTHS OF JAN. AND ONE HALF OF FEB. THE SAME AS THE WHITE FLAGMEN. AND ONE THE LAST HALF OF FEB. THE PAY WAS HELD UP WITH OUT ANY NOTICE AT ALL. I ASK WHY WAS THIS DONE. AND HAS THE WHITE FLAGMENS. SALERY BEN CUT ALLSO? NOW THE ROCK ISLAND R.R. CO. EVEN TAKEN THE PAY OF ADVANCE WAGERS OF THE MONTH AND HALF PAY. BACK. OUT OF THE LAST HALF OF FEB. FROM THE TRAIN PORTERS ON THE ARK. DIVISION OF THE ROCK ISLAND. R.R. PLEASE TELL ME WHY THES CORPORATION IS ALLOWED TO TREAT ONE PART OF ITS. EMPLOYERS THUS WHEN THE ILLINOIS CENTRIAL R.R. CO. PAYS ITS TRAIN PORTERS AS IT DOSE THE WHITE FLAGMEN. MR CARTER I HOPE YOU WILL GO INTO THIS MATTER AND TELL ME WHY THE PORTERS WAS PAID. AND NOW THEY DONT RECEAVEAY ANY PAY. THE POINT OF CONTENTION IS THEY HAVE BEN PAID FOR ONE AND A HALF OF AN MONTH. THEN THAT PAY WAS TAKEN BACK WITH OUT ANY NOTICE WATEVER. DID THE RAIL ROADSPAY THE MONE Y TO EXSPERMENT. OTHER ROADS HAS NOT TAKENTO PAY BACK I HOPE TO GET AN ADJUSTMENT. THAT WILL PROVE SATISFACTORY TO THE PARTYS WHO BELEAVE THEY ARE NOT TREATED FAIR IN THE MATTER BY THEY EMPLOYERS. I HOPE YOU WILL GIVE THE MATTER A FAIR CONSIDERATION. THESE MEN ARE HONEST IN THIS MATTER JUST TAKE THE PAY BACK DONT MAKE EXSPLANATION AT ALL I THINK THEY SHOULD GET FAIR AND JUST TREATMENT AT THE HANDS OF THEY EMPLOYERS. THEY ARE NICE AND CONSIDERATE. IN THE MATTER ONLY WANT JUSTICE THEY CANT UNDERSTAND HOW COULD THEY GET PAY FOR 1 /1/2 MONTHS WAGERS BEFORE AND ORDER WAS ISSURED. WHY WAS IT PAYED. I DID NOT SO UNDERSTAND THAT THE RAIL ROADS WAS DOING A EXSPERMENTAL BUSINESS. I SHALL CONTINURE TO PROBE THE MATTER IN BELEAVEING YOU DIDN NOT FULLY UNDER STAND THE MATTER I AM CALLING YOUR ATTENTION TO THE MATTER AGAIN

VERRY TRULY YOURS.

Geo H Bell

LOCK BOX 2435.

MEMPHIS TENN.

G.H. B.

April 30, 1919.

File E-38-11-A

Mr. George H. Bell,
Lock Box 2435,
Memphis, Tennessee.

Dear Sir:

This will acknowledge receipt of your communication of the 24th instant, addressed to Hon. W. S. Carter, with further reference to the application of Supplement No. 12 to General Order No. 27.

Please be advised that on the 7th of the month the Regional Directors were instructed to put this supplement into effect as issued.

However, if there are any injustices in or misapplications of this wage order, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement that the matter be handled through your organization; should you not belong to one, I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, upon receipt of which in this office the matter will have further attention, and an adjustment be effected.

Very truly yours,

J. A. FRANKLIN

7-og
Enc.

86510

E-98-11-A2-19

Office Director of Railroads

DIVISION OF LABOR

APR 7 1919

APR 8 1919

Mr Walker D Hines
Director general
Southern Rail Road Building
Washington D C
1300 Pennsylvania AVE

Dear Sir

In fumation of you as the Power is in your hands as to what we is to get will you Pleas advise me when we shall train Peters is go get anery more pay according to General No 27 Pleas let me here from you in Person as i am very anxius to no an oftes I here from you i will mother what to ask you in my next letter from you truly

J. C. Crossland Box 745

86510

April 7, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 2nd inst., to the Director General with regard to the pay of train porters.

Your letter is being referred to Mr. W.S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

C/M
Mr. J.C. Crossland,
P.O. Box 745,
St.Petersburg, Fla.

April 9, 1919

E-38-11 a

Mr. J. C. Crossland,
B o x 7 4 5,
St. Petersburg,
F l a.

Dear Sir:

This will acknowledge the receipt of your letter of April 2, addressed to the Director General in which you inquire as to rates of pay applicable to train porters.

Will you describe to me your duties? Does your work in any way partake of the service rendered by a brakeman?

Very truly yours,

J. A. FRANKLIN

Assistant Director.

7-mwa

DIVISION OF LABOR.

4 14 / 19

St Petersburg Fla
Box 745

APR 16 1919

Mr Ed Franklin
Washington DC
Something that i did not
tell you in my state
ment that is this we
have to unload all of our
Baggs when we arrive our
head Quarters an also
load the same on Trains
now i want Board to Please state
to me a Porters Duties on
a Train i am classified as
a Porter But i am a hard
working Brakeman an
it cost me a moment to live as

2

as mon as it don a Breakman
Beeausi ham ham Rent on one
End an Room Rent an Board
on the ather ind an i am
nat got a Strait garment to Put
on nothing But uniform
an it toke Just a half
Manth Work to Pay for
one 3200 dollars soon
now we hafto go down an clean
on the trans an my Expenses
is mor ether my Wages if my
Wife did not heel me i wood
all wais come out in the hole
an I have Bout third an
fourth Liberty Bonds
out of that little wages

3

this is all for this time
I am Yours

Sincerely

J. C. Crossland

Box 745
St Petersburg Fla

C/ E-38-11-A

St Petersburg Fla
Box 745
4 14 / 19

Mr J A Franklin Dear Sir Both of your letter came soon to hand one of the 1 and of the 9 Now you ask me did i do any work for the service Rendered by a Brakman Dear Sir I am Stating to you this Morning my full Duties on my Run my Run is 200 hundared 176 Miles from Jacksonville Fla 10,30 P M a Run St Petersburg Fla I am on in this time my first work is after leaving town is to walk a Round my train with my hand Lanton to see if there is any thing Droping or any Broke Rigging down and feel the Boxes of the truck I to see if they is Running hot My Next work is to on Gode Passenger an on Gode an Gode Baggy an Gode an Gode as mail from 5 hundard to a thousand Pound an give Signal when Ready for the train to leave Station My Next work is to open the switch and head the train in at Junction Point cut off Engine J. C. Crossland Broke hoses air Signal on Seam

DIVISION OF LABOR.
APR 16 1919

ST. PETERSBURG

3

an then walk down to station an sat
us mail car an un Jode shunder to athousand
S P the Work all ~~Jobbed~~ Jacal Station to head quarter
Now Mr Franklin this is What i have to do on
one trip an if a Box Run Hot i have it to
~~Bross~~ Cool down an then Bross Pack an if a Broke
Rigin come down i habter to Put it up Now on my
Return trip to Jacksonville Do the same Work
only More i can Hole more an Will if you Jogar
Now you con See What We So call Porter
hast to do We have no Porters on this train
But the Pullman Porter good Silk for you
to write me By Return mail are they Willing to Pay
us Brekman Pay as i have State our free
Duty only this We hell Good Express too Peos Set
We have the Board Decision on this matter By
Return mail Osiam Jan So call train
Porter

J. C. Crossland
Box 745

J. C. Crossland

ST. PETERSBURG

an throw Switch let that Engine out an coupel up
on nather air signal an stam give signal with
hand lanton When Ready to leave Station My next
work is to Flag fore Street Crossing in Gainsville Fla
an Fode an Fode Passnger an Bagger the same then Ride
the Engine back Miles thro town an Flag R R Crossing
with hand lanton give signal if the crossing is
Clear for the train to cross my next work is
to Walk a Round train at Water tank on see if
Every thing is Running Smooth give signal fore
My next work is to open Switch an derailer
at Meeting Paint an open the same heading
out my next work is to Flag R R Crossing at
Ocala Fla an Fode Passnger an Fode same Bagger the same
then Ride front of Engine an flag 4 Street Crossing
thro town Ocala Fla then my next work is to Fode
on on Fode Passnger an Bagger the same an my next
Work is to Fode Passnger on an Fode same an Bagger my next
Work is to an Fode U S Mail 500 & a charged
the walk 2 or 3 hundred Yard an open Switch give
signal When open then Ride Engine J. C. Cleveland
9 Miles to Prevent delay of train & head in at
Punct Paint

April 23, 1919

R-38-11-a

Mr. J. C. Crossland,
B o x 745,
St. Petersburg,
Florida.

Dear Sir:

This will acknowledge the receipt of your letter of April 14, with further reference to rate of pay applicable to train porters.

I attach hereto a copy of Supplement #12 to General Order #27, and would advise that the Regional Directors were given instructions on April 7 to apply this supplement as issued.

However, if you do not feel that you are being properly treated under the wage orders, I would suggest that you endeavor to adjust the matter personally with your superior officer in the employ of the railroad, and failing a personal settlement, that the matter be handled thru your organization, if you belong to an association of railroad employes. If you do not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with the provisions of Supplement #6 to General Order #27, copy attached, such statement to be signed by the employes or their representatives, as well as by the railroad officials, and forwarded to this office, when the matter will have prompt attention and an adjustment effected.

Very truly yours,

I.A. FRANKLIN

Assistant Director.

7-RWS

C. E. 38-41-A

ST. PETERSBURG
Fla

Mr J. A. Franklin Dear Sir again
I Rite you of your letter of the 7th of this
stating to you my ~~[illegible]~~ services Reduction
on my job again i state to you my full
duties Cut off Engines Have Couple Engine and
test Signal Cross Boxes Pick up Cars set out
Car When needed on Side as Main Side the same
Open and close Switches on Side Baggage and
Side the same Side and on Side Passenger ~~[illegible]~~
Flag Street and R R crossing Give Signal
With Hand Lantern when Necessary & Gum Station
Wait on conductor and Pick up Cars close as close
as Much as possible Wait on Passenger when Riding
with me and on Side Baggage at Depots and Side
the same Please let me Hear from you on this
Matter as i am still detained on the Board for
hire Remain you Truly as ever J. A. Crossland
Box 745

APR 28 1919

May 6, 1919
R30-11-A

Mr. J. C. Crossland,
Box 745,
St. Petersburg, Fla.

Dear Sir:

This will acknowledge receipt of your letter of April 26th, with further reference to rate of pay applicable to train porters.

Did not you understand my letter to you of April 25th? If you did not, get someone to read it who will, or take it up with the railroad officials for whom you work and get them to explain what I meant in the last paragraph. I wish you would not attempt to write me yourself, but get someone to take up anything you have in mind who can write intelligibly. Your communication is very confusing.

Yours truly,

J. A. Franklin

T-gh

UNITED STATES RAILROAD ADMINISTRATION

DIVISION OF LABOR OF RAILROADS

COLORED TRAINMEN

SUBJECT: Application of Supplement No 12 to General Order No 27 to Colored Trainmen.

8-38-11-a 129431

JOSEPH M. HILL HENRY L. FITZHUGH JOHN BRIZZOLARA
LAW OFFICES
HILL, FITZHUGH & BRIZZOLARA
FT. SMITH, ARK.

DIRECTOR GENERAL OF RAILROADS
DEC 19 1919

December 16th,
1 9 1 9.

Director General of Railroads,
Washington, D.C.
Dear sir:

We write you in behalf of Acie Hale, a porter on the Missouri-Pacific Railway, on duties on trains 143 and 144, running between Ft.Smith, Arkansas and Russelville, Arkansas.

Under an order from your Department Hale while acting as porter also threw switches and acted as brakeman on this train until July 10,1919. On that date by direction of the train master he was stopped from throwing switches or performing the duties of a brakeman. His salary as porter is only $71.50 per month and he has only drawn that amount per month since July 10,1919. While acting also as brakeman he received a brakeman's pay, amounting to $120.00 per month, and overtime. The order of the train master which went into effect July 10,1919, affected only the porters on the short trains above mentioned running between Ft.Smith and Russelville and corresponding trains running between Little Rock and Spadra; all other porters on the division are still performing the duties of brakeman and receiving Brakeman's pay.

Hale think an injustice has been done him. He is under the impression that your Department does notknow of the order of the train master above referred to.

JOSEPH M. HILL HENRY L. FITZHUGH JOHN BRIZZOLARA

LAW OFFICES

HILL, FITZHUGH & BRIZZOLARA

FT. SMITH, ARK.

We respectfully request that he be restored to the duties formerly discharged by him, to-wit:- brakeman, as well as porter, and that he be given the pay received by ~~porters~~ brakemen and that this order will date back to the 10th day of July, 1919. We will be glad to hear from you in regard to his case.

Very truly,

HLF/R.

Jas. M. Hill and Henry L. Fitzhugh

129431

December 19, 1919.

Gentlemen:

This will acknowledge receipt of your letter of the 16th inst. to the Director General regarding wages and duties of Acie Hale, porter, employed by the Missouri Pacific Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Messrs. Hill & Fitzhugh,
Ft. Smith, Arkansas.

Y*ELW

E-38-11-

January 14, 192

Mr. Jas. M. Hill, and
Mr. Henry L. Fitzhugh,
Fort Smith, Ark.

Dear Sir:

Referring to your letter of December 16th addressed to the Director General, which was referred to the Division of Labor, relative to Adie Hale, a porter on the Missouri Pacific Railroad, on trains Nos. 143 and 144 running between Fort Smith and Russelville, Arkansas.

Quite a number of questions have come up of a similar nature on other roads, and the entire matter has been investigated and placed before the Director General, and it is expected that a decision will be made that will dispose of the entire colored train porter situation in a very short time.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E 38-a

AUG 27 1919
DIVISION OF LABOR.

Columbus Miss. August 19 1919

Mr J.A. Franklin

Assistance Director

Dear Sir we the under signed are hereby writeing you for some imfermation pertaineing to the porters case and we do hope you will please give us all imfermations that is in your power now Mr Franklin we have been waiting for some time to recieve some satisfactions from our division Suprentender as to what will be done towards our case we are very formelior with the supplement No. 16 To General order No. 27 Effective January 1st 1919 and we are not yet recieveing the pay for passenger service as therein stated and we are asking you for your personal reply as to why we havent yet recieved this rate of pay as provided in Article 1.on Supplement No. 16 to General order No. 27 we have been waiting pationly for some time in hopes that we would here something very soon but it seemest the longer we wait the longer it will be now we cant get any satisfaction from our supior all he says is that he has never been instructed to reclassifie us, and that the presant scale of pay that we are now recieveing is all that he is instructed give us, and that is $2.00 per day on passenger train whitch is only $60.00 per month and dear Sir you know the presant high cost of liveing this is a very small some for a living so we will thank you for all imfermations that you are able to hand down to us in regards of when we will get a settlement as to the Supplement No. 16 to general order No. 27 we thank you and oblige and await yours reply we are yours Truly

Julius Cole
Mack Murry

411 N 17th St

are Required to Do all work on passenger train such as coupling & uncoupling cars other words we are required to do brakemens duties and we are not recieveing passenger brakeman pay

Aug. 25, 1919.

E-38-11-A Form G-77

2—8676

Mr. Julius Cole,
411 E. 17th-st.,
Columbus, Miss.

Dear Sir:

Beg to acknowledge with thanks receipt of your letter of August 19th, with regard to application of rates of Supplement No. 16, to employment you are engaged in. This comes under Supplement No. 12.

If you will advise me the road on which you are employed and the runs you have been assigned to together with the names of such superior officers as may have instructed you to perform duties under which it would be possible for you to claim the compensation of brakemen, I will be able to handle your case to a conclusion.

Yours truly,

J. A. Franklin

J. A. Franklin

J-RB

E-38-11-a

M

Columbus Miss. August 29 1919,

Mr J.A. Franklin
Assistant Director
Washington D.C.

Dear Sir we recieved your letter of August 25th in reply we are adviseing as you ask in your letter to advise the roads on whitch I am employed and the runs I have been assigned to and together with such superior officers that do instruct me to do such work that is stated below First
we are required to pick up and set out cars on line of road and handle baggage,Second,we are required to put on air hose and couple hose and do all switching that is nesseary and during the strike we was required to take down brake beems and all other brake riggins that might become detatched while out on the road and we are required to look out for the head end of trains such as unlocking switches and heading in sideings for other passengers trains and we are required to do all work on these passengers trains same brakemans on freight trains and we are members of the Colored Association of Railway Employees and we have letters from members on others roads stateing that they have recieved thire back time and are now recieveing thire new rates of pay and from what we can understand we the Southern Railway Company in Mississippi passengers brakemans and the Mobile & Ohio R.R. passengers brakemens are the only two roads that are not complying with the Supplement No.16 to General Order No. 27 now as you ask me to give to you the names of such superior officer that instructeds us to do such service we are instructed by our Conductors and all so our Train Master Mr H.A.Moody T.M. now we hope this will furnish all imfermations you desire as we believe you will give us all that is due us and we are anxious to get up in the line with all other roads and employees we thank you for your past favores and will Appreciate what you do for us in the future

Colored Association of Railway Employees
411 No 17th St.
Columbus Miss.

Julius Cole ----------Pres.

P.S.
I have been Assigned to Passenger trains Nos; 9 & 10 and 7 & 8 with Conductor Elliott on this the Sou,Ry. Co,in Miss.

September 11, 1919.

E-38-11-A

FILE

Mr. Julius Cole,
411 No. 17th St.,
Columbus, Miss.

Dear Sir:

This will acknowledge receipt of your letter of August 29th with further reference to application of rates of Supplement No. 16 to the work you are engaged in, wherein you state

"We are required to pack up and set out"

I do not want any general complaint. I want the information requested in my letter of August 25th with regard to each individual

COPY

Very truly yours,

B.A. FRANKLIN

7-AGH.

Form G-77

2—8674

DIVISION OF LABOR

Columbus Miss November 18 1919

Mr J.A.Franklin
Ass't, Director
Washington D.C.

NOV 22 1919

Dear Sir

in reply with refference to letter some time ago E-38-11-A I am herewith incloseing you a copy of Bulletin No. 128 that was handed down by our Superintendent of this the Southern Railway Company in Mississippi and as to your inquire asking me to advise you the roads on whitch I was employed and runs in whitch I have been assigned to together with the names of such supèrior officers as may have instructed you to perform duties under whitch it would be possiable for me to claim the compensation of brakeman, now you will find copy attached with the instructions of our Superintendent and we are also required to carry out the instructions of our conductors and they instructs we porters to do all work that comes under Supplement No. 12,and we do thank you kindly if you will please advise me as to why we are not getting the pay as passenger brakeman as provided for in Supplement No,12 we thank you and Oblige if you will handle this to a conclusion

yours truly

Julius Cole

MM/JC,

1704 No.7th Ave.

SOUTHERN RAILROAD IN MISSISSIPPI

Office of Superintendent,

Bulletin No. 128.

Columbus, Miss., September 27, 1919 pg

ALL CONCERNED:

Passenger train porters are not required to perform any of the duties of flagmen or brakemen where it can possibly be avoided.

It is not intended that these instructions will relieve the porters of flagging in case of emergency or when the safety of the tfain requires them to do so.

Porters are under the direction of their conductor, and will obey his instructions.

F. E. Patton,

Superintendent.

B-38-11-a

Columbus Miss. November 21 - 19

Mr J.A.Franklin
Assistant Director
Washington D.C.

DIVISION OF LABOR.

Dear Sir

Please see my letter dated November 18 in reguards of bulletin No.128 attatched and as I failed to attatched this bulletin I am herewith incloseing it seperate

NOV 24 1919

yours truly

Julius Cole

1704 No. 7th ave

MM/JC

E-38-11-A

FILE

November Twenty sixth,
Nineteen Nineteen.

Mr. R. V. Taylor, Federal Manager,
Southern Railway in Mississippi,
Mobile, Ala.

Dear Sir:

We are in receipt of a complaint from Julius Cole, 1704 North Seventh Ave., Columbus, Miss., train porter on trains Nos. 7, 8, 9 and 10, with Conductor Elliott, on the Southern Railway in Mississippi, that he has been, and is, performing the duties of passenger brakeman but is not being compensated as such, and also claiming back pay in connection therewith.

He also encloses the attached copy of Bulletin No. 128 in regard to train porters, and he states that they have always carried out the instructions of the conductors and they have required them at all times to perform the duties of passenger brakemen.

Will you kindly investigate this claim, and advise me at your earliest convenience what action will be taken regarding same.

Yours very truly,

H. P. Daugherty

Assistant Director.

2—8675

Form G-77.

11/ax

Cc to Mr. B. L. Winchell,
Regional Director.

COPY

E-38-11-A

FILE

November Twenty sixth,
Nineteen Nineteen.

Mr. Julius Cole,
1704 North Seventh Ave.,
Columbus, Miss.

Dear Sir:

This will acknowledge receipt of your letters of the 18th and 21st inst. addressed to Mr. J.A. Franklin, Assistant Director, relative to your claim that you are performing the duties of passenger train brakeman but are not being compensated as such, and claiming back pay in connection therewith.

Please be advised we are taking this question up with the Federal Manager, and as soon as we have heard from him you will be advised further.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

COPY

Form G-77.

2—3675

2-38-11-a

Columbus Miss. ~~November~~ December 6th 19.

DIVISION OF LABOR.

Mr Walker D. Hines

Director General

Washington D.C.

DEC 8 1919

Dear Sir.

We the Porters of this this the Southern Railway Company in Mississippi are hereby Apealing to you for your earliest informations as we are now being Discriminated and are now being refuese to be carried out on the trains in whitch we are Assigned to on account of some of the old porters has failed and refused to do work on these passengers trains as brakeman with out being paid brakeman pay we have had an confrence With our Suprintendent and his instructions was as followers=

Bulletin No. 128
Columbus Miss. September 27. 1919pg

ALL CONCERNED

Passenger porters are not required to perform any of the duties of flagman or brakeman where it can be avoided. it is not intended that these instructions will relieve the porters of flagging. in case of emergency or when the safety of the train requires them to do so.
porters are under the direction of there conductors, and will Obey his instructions.

Signed F.E.Patton
Supt,

now dear Sir since we have mailed you this Copy from our Supt, and you can see that we are under the directions of our Conductors and they do instruct us to do all such work that does come under Supplement No. 12 inwhitch does infoce us to Claim the Compensation as brakeman and we are not recieveing this scale

of pay and we have refuesed to do this work and are only doing porters duties on the train and are not looking out for the head end of trains and are not doing any of the duties that is mention on Buletin No 128 and sence we have refuesed to do said Service with out Claimeing the Compensation as brakeman the Conductors has refuesed to carry us out on these runs unless we do this said duties it seemest as if they wont us to do such said Service but dont wont us to have the same Compensation for doing same said Service now we read Supplement No.20. to General Order No.27 and we find that NO employee will be removed from the Service because of the language of any Wege Order or Supplement thereto.

but we are Compeled say that we are now being to be Carried out on our runs because we has Complied with the rule of our Supt, they can say what we shall do but they cant say as to wheather we shall recieve the Compensation now Mr Hinds we are Appealing this to you for your desisions and we will thank you for your earliest reply please let us hear from you at your earliest convienant as we are out of the Service and cant get this matter properly Adjusted with our Officials on this division and we will thank you kindly if you will please furnish us with all Nessacery imformations and Adjust this matter at once

We are yours The Colored Association of Railway Employees

Signed...Julius Sole D. Wilson Bailey.....

1704 NO. 7th Ave.

HM/JC

C.A. of R.E. LODGE NO. 32 COLUMBUS, MISS.

CY to Mr J.A.F.
Ass,t Director

E-38-114

127738

Columbus Miss. ~~November~~ December 6th 19.

DIVISION OF LABOR.

Mr Walker D. Hines
Director General
Washington D.C.

DEC 8 1919

DEC 9 1919

Dear Sir.

We the Porters of this this the Southern Railway Company in Mississippi are hereby Apealing to you for your earliest infermations as we are now being Discriminated and are now being refuese to be carried out on the trains in whitch we are Assigned to on account of some of the old porters has failed and refused to do work on these passengers trains as brakeman with out being paid brakeman pay we have had an confrence with our Suprintendent and his instructions was as followers=

Bulstin No. 128
Columbus Miss. September 27. 1919pg

ALL CONCERNED

Passenger porters are not required to perform any of the duties of flagman or brakeman where it can be avoided. it is not intended that these instructions will relieve the porters of flagging. in case of emergency or when the safety of the train requires them to do so.
porters are under the direction of there conductors, and will Obey his instructions.

Signed F.E.Patton
Supt,

now dear Sir since we have mailed you this Copy from our Supt, and you can see that we are under the directions of our Conductors and they do instruct us to do all such work that does come under Supplement No. 12 inwhitch does infoce us to Claim the Compensation as brakeman and we are not recieveing this scale

of pay and we have refuesed to do this work and are only doing porters duties on the train and are not looking out for the head end of trains and are not doing any of the duties that is mention on Buletin No 128 and sence we have refuesed to do said Service with out Claimeing the Compensation as brakeman the Conductors has refuesed to carry us out on these runs unless we do this said duties it seemest as if they wont us to do such said Service but dont wont us to have the same Compensation for doing same said Service now we read Supplement No.20. to General Order No.27 and we find that NO employee will be removed from the Service because of the language of any Wege Order or Supplement thereto.

but we are Compeled say that we are now being to be Carried out on our runs because we has Complied with the rule of our Supt, they can say what we shall do but they cant say as to wheather we shall recieve the Compensation now Mr Hines we are Appealing this to you for your desisions and we will thank you for your earliest reply please let us hear from you at your earliest convienant as we are out of the Service and cant get this matter properly Adjusted with our Officials on this division and we will thank you kindly if you will please furnish us with all Nessacery imfermations and Adjust this matter at once

We are yours The Colored Association of Railway Employees

Signed...Julius Cole / Wilson Bailey.....

1704 NO. 7th Ave.

MM/JC

CY to Mr J.A.F.
Ass,t Director

127738

December 8, 1919.

Dear Sir:

This will acknowledge receipt of your letter of the 6th instant, with regard to the matter of pay for colored train porters on the Southern Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Julius Cole,
#1704 N. 7th Ave.,
Columbus, Miss.

C*L

E-38-11-A

December 13, 1919.

Mr. R. V. Taylor, Federal Manager,
Southern Railway in Mississippi,
Mobile, Ala.

Dear Sir:

With further reference to my letter of November 26th stating that we are in receipt of a complaint from Julius Cole, train porter on the Southern Railway in Mississippi, that he has been, and is performing the duties of passenger brakeman, but is not being compensated as such, and claiming back pay in connection therewith, and enclosing copy of Bulletin No. 128 regarding train porters issued by Mr. F. E. Patton, Superintendent, September 27th, restricting their duties.

The Director General is just in receipt of a communication from him which has been referred to the Division of Labor, in which he states that the train porters are not only used in cases of emergency to perform brakemen's duties, but the conductors under whose direction they are, are requiring them to perform them regularly; and in instances where the porters refuse to perform these duties regularly without being compensated in accordance with Supplement No. 12, they have been held out of service.

Will you kindly have this feature investigated, and advise me, at your earliest convenience, what action is taken.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

December 13, 1919

Mr. Julius Cole,
1704 N. 7th St.,
Columbus, Miss.

Dear Sir:

Referring to your letter of December 6th addressed to the Director General, which was referred to the Division of Labor -- relative to train porters on the Southern Railway in Mississippi being held out of service for refusing to perform the duties of passenger brakemen regularly, without being compensated in accordan ce with Supplement No. 12.

As stated to you in my letter of November 26th, regarding your previous complaint, this question will be referred to the Federal Manager for investigation, and as soon as we have heard from him you will be further advised.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

DIVISION OF LABOR.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

R. V. TAYLOR,
FEDERAL MANAGER

DEC 22 1919

MOBILE, ALA., December 18, 1919.wb

E-38-11-h

Mr H P Daugherty,
Asst Director, Division of Labor,
Washington, D C

Dear Sir:-

Replying to your letter of December 13th, with respect to the pay of train porters.

The train porters are not required to perform the duties of brakemen regularly nor have they been held out of service for refusal to perform these duties. Julius Cole was held out of the service because he refused to go out on train when called. He also refused to call stations and assist in handling baggage which is a part of a porter's duties.

Yours very truly,

R V Taylor

Federal Manager.

E-38-11-A

December 30, 1919.

Mr. Julius Cole,
411 North 17th St.,
Columbus, Miss.

Dear Sir:

Referring to my letter of the 13th inst. relative to your claim that train porters on the Southern Railroad in Mississippi are being held out of service for refusing to perform the duties of passenger brakemen regularly, without being compensated in accordance with Supplement No. 12.

As stated, this question was taken up with the Federal Manager and he advises that train porters are not required to perform the duties of brakemen regularly, nor have they been held out of service for refusing to performithese duties. He states that you were held out of service because you refused to go out on train when called.

He further states that you also refused to call stations and assist in handling baggage, which is a part of a porter's duties.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

December 30, 1919.

Mr. R. V. Taylor, Federal Manager,
Southern Railroad in Mississippi,
Mobile, Ala.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of December 18th, replying to mine of December 15th, relative to complaint of Julius Cole as to the pay of colored train porters.

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/as

Columbus Miss, Jan, 18 - 1920

Mr H.P.Daugherty
Ass't,Director
Washington D.C.

Dear Sir;

in reply to yours date December 30 E-38-11-A I find where there have been some Complaint made as to why I was held out of Service on account of refuseing to call Stations and assist in handling baggage and as I dident refuse to perform these duties I taken this matter up with my conductor and showed him the letter that I had recieved from you and he said he dident report any such everdence and you can get a ststement from the Conductor who's name is J.T.Elliott in whitch I was employed under and I would thank you if you will handle this to an conclusion

Yours truly Julius Cole
121 No, 14th St.

DIVISION OF LABOR

JAN 21 1920

E-38-11-A

January 24, 1920.

Mr. Julius Cole,
121 North 14th St.,
Columbus, Miss.

Dear Sir:

Referring to your letter of the 18th inst., relative to the question as to why you were held out of service.

In my letter of December 30th I stated that the Federal Manager advised that his investigation developed that you were held out of service because you refused to go out on train when called. Also that he further stated that you refused to call stations and assist in handling baggage, which is a part of a porter's duties.

However, if you desire me to handle this further, I would suggest that you procure statements from the baggage master and conductor covering the alleged refusal to handle baggage and call stations, and also advise me whether it is a fact that you refused to go out on train when called, which was the primary cause for your being held out of service.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

JOHN L. KENNEDY
ATTORNEY AT LAW
LAFAYETTE, LA.

122648

CHIEF CLERK
NOV 1 '19
DEPARTMENT OF LABOR

October,
30th,
1919.

To the Honorable, the Director of Labor,
Washington, D. C.

Dear Sir:-

I beg to enclose you herewith a complaint respecting an order issued by R.M.Glover, Division Superintendent of the Morgan's Louisiana & Texas Railroad Company, by the porters on certain branch roads.

I believe that these men have a valid grievance, and ask in their behalf that the matter be acted upon at your convenience.

I mailed a copy of the protest to R. M. Glover, Division Superintendent, on Sept.3rd,1919, and enclose a copy of my letter to him of that date.

I think the action of the local official in arbitrarily reducing the pay of these men to be unwarranted, and they are entitled to relief.

Very truly yours,

JLK-av.

DIVISION OF LABOR
NOV 4 1919

September 3rd, 1919.

Mr.R.M.Glover,
Division Superintendent, M.L.& T.R.R.Co.,
Lafayette, Louisiana.

Dear Sir:-

I beg to enclose herewith a complaint by the train porters on the Alexandria Branch, New Iberia and Eunice Branch, and the Baton Rouge Branch Railroads against your order of May 1st, 1919, classifying them as "Restricted Porters", and resulting in a large reduction of the pay they had theretofore been receiving.

Their protest is submitted to you in accordance with instructions contained in Supplement No. 6 to General Order No. 27, issued by the Director General of Railroads on August 30th, 1918.

I will appreciate your attaching to this document such explanation of your reasons for the issuance of the order complained of asyou may desire to submit, and return the papers to me for transmission to the Director of Labor.

Thanking you, in advance, for prompt attention to this matter, I am,

Very truly yours,

JLK-nv.

Labor:-

TO THE HONORABLE, THE DIRECTOR OF ~~RAILROADS~~,

WASHINGTON, D. C.

SIR:-

The Train porters on the Alexandria Branch Railroad running between the cities of Lafayette and Alexandria, Louisiana the New Iberia and Eunice Branch between New Iberia and Eunice, Louisiana, and the Baton Rouge Branch running between the cities of Lafayette and Baton Rouge, Louisiana, who have been in the employ ofthe Southern Pacific Company for some years, and who have been performing the duties of flagmen in addition to that of porters on their respective runs, up to the time ofthe issuance of an order by R.M.Glover, Division Superintendent of the Morgan's Louisiana and Texas Railraod and the Louisiana Western Railroad in Louisiana-a copy of which is enclosed- and which became effective May 1st.1919.

Prior to the issuance of this order, the porters on these runs were receiving pay asflagmen, and performing the duties incident to that employment-their pay averaging the sum of $114.00 per month, and as a consequence of being deprived of their standing as flagmen and relieved of these duties, their pay has been reduced to an average of $55.00 per month.

The Division Superintendent's order has not been made applicable to train porters on the main line of the Morgan and Louisiana and Texas and Louisiana Western Railroads who are receiving compensation as flagmen. The run on the Alexandria [illegible] twenty-five miles

Labor:-

TO THE HONORABLE, THE DIRECTOR OF ~~RAILROADS~~,

WASHINGTON, D. C.

SIR:-

The Train porters on the Alexandria Branch Railroad running between the cities of Lafayette and Alexandria, Louisiana the New Iberia and Eunice Branch between New Iberia and Eunice, Louisiana, and the Baton Rouge Branch running between the cities of Lafayette and Baton Rouge, Louisiana, who have been in the employ ofthe Southern Pacific Company for some years, and who have been performing the duties of flagmen in addition to that of porters on their respective runs, up to the time ofthe issuance of an order by R.M.Glover, Division Superintendent of the Morgan's Louisiana and Texas Railraod and the Louisiana Western Railroad in Louisiana-a copy of which is enclosed- and which became effective May 1st.1919.

Prior to the issuance of this order, the porters on these runs were receiving pay asflagmen, and performing the duties incident to that employment-their pay averaging the sum of $114.00 per month, and as a consequence of being deprived of their standing as flagmen and relieved of these duties, their pay has been reduced to an average of $55.00 per month.

The Division Superintendent's order has not been made applicable to train porters on the main line of the Morgan and Louisiana and Texas and Louisiana Western Railroads who are receiving compensation as flagmen. The run on the Alexandria Branch from Lafayette to Alexandria includes twenty-five miles of travel over the main line of the Texas Pacific Lines

It appears inequitable that these employees should be classified "Restricted Porters", and their pay reduced from $114.00 per month to $55.00 permonth, while other employees of the same companies are exempted from this classification, and are receiving the same pay as brakemen or flagmen.

It would appear that the demands of efficient train services would more urgently require the performance of the

duties of flagmen by the train porters on these branch lines than on the main line, because on the main line trains there are in addition to the train porter, a flagman and a brakeman, while on the branch lines there is only one brakeman to each train whose duty it is, I understand, to guard the rear end of the train at all stops and there is no one other than the train porter to guard the front end.

I note that under the terms of Supplement No. 12 to Article VI of the General Order No. 27 issued by the Director General of Railroads under date Dec. 2nd, 1918, the discrimination against these employees seems to be forbidden.

It is respectfully asked that appropriate relief be granted.

A copy of this complaint is being mailed to-day to the Division Superintendent of the Morgan's Louisiana and Texas Railroad Company, Lafayette, Louisiana, as required by Supplement 6 to General Order No. 27, issued by the Director General of Railroads on August 30th, 1918.

RESPECTFULLY SUBMITTED,

ALLEN HANDY
Train Porter, Alexandria Branch.

Alex B. BRACKETT
Train Porter, Alexandria, Branch.

M. Henderson
Train Porter, Alexandria Branch.

Henry Williams
Train Porter, Baton Rouge Branch.

William Jones
Train Porter, New Iberia &Eunice Br.

122848

November 3, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of October 30th, with enclosures, in reference to the wages of train porters.

Your letter, with attachment, is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. John L. Kennedy,
Lafayette, La.

Y.R.

~~B-58-26~~

December 1, 1919.

Mr. John L. Kennedy, Atty.,
Lafayette, La.

Dear Sir:

Referring to your letter of the 30th ult., regarding claim of colored train porters on certain branch roads of the Morgan's Louisiana & Texas Railroad for brakemen's rate of pay, in accordance with Supplement No. 12.

Please be advised that this matter is under investigation with the Federal Manager, and as soon as we have heard from him you will be advised further.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

E-38-11-9

~~E-38-25~~

December 1, 1919.

Mr. W. B. Scott, Federal Manager,
Southern Pacific Railroad,
San Francisco, Calif.

Dear Sir :

We are in receipt of a complaint from the train porters on the Alexandria Branch, New Iberia and Eunice Branch, and Baton Rouge Branch of the Morgan's Louisiana & Texas Railroad, who claim to have been performing the duties of flagmen or brakemen in addition to those of porters on their respective runs, up to the time of the issue of an order by R. M. Glover, Division Superintendent, which became effective May 1st, 1919, restricting their duties to that of porters only.

They claim that the Division Superintendent's order has not been made applicable on the main line of the Morgan's Louisiana & Texas and Louisiana Western Railroads, and those porters are receiving compensation as flagmen. They claim they are still required to perform the duties outlined in Supplement No. 12, and feel that they should be compensated in accordance therewith, together with back pay.

Will you kindly investigate this claim, and advise me at your earliest convenience what action will be taken.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

Cc to Mr. Hale Holdern,
Regional Director.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN PACIFIC RAILROAD
(LINES SOUTH OF ASHLAND)

W. R. SCOTT,
FEDERAL MANAGER.

65 MARKET STREET
SAN FRANCISCO, CAL.

DIVISION OF LABOR.

Dec. 8th, 1919.

Mr. H. P. Daugherty,
Assistant Director,
Division of Labor,
Washington, D. C.

E-38-11-A

DEC 15 1919

File
HPD
12-18-19

Dear Sir:

I am referring your File [redacted], Dec. 1st, to Mr. W. B. Scott, Federal Manager, Southern Pacific Lines East of El Paso, Houston, as the Morgan's Louisiana and Texas RR is under his jurisdiction.

This in connection with complaint of train porters on the Alexandria, New Iberia & Eunice and Baton Rouge Branches.

Yours truly,

W. R. Scott

CC: Mr. Hale Holden,
Regional Director,
Chicago, Illinois.

CC: Mr. W. B. Scott,
Federal Manager,
Houston, Texas.

With Mr. Daugherty's letter.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

MORGAN'S LOUISIANA & TEXAS RAILROAD
IBERIA & VERMILION RAILROAD
LOUISIANA WESTERN RAILROAD
LAKE CHARLES & NORTHERN RAILROAD
TEXAS & NEW ORLEANS RAILROAD
GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD
HOUSTON & TEXAS CENTRAL RAILROAD

HOUSTON EAST & WEST TEXAS RAILROAD
HOUSTON & SHREVEPORT RAILROAD
SOUTHERN PACIFIC TERMINAL
DIRECT NAVIGATION LINES
SAN ANTONIO & ARANSAS PASS RAILROAD
SAN ANTONIO, UVALDE & GULF RAILROAD
TRINITY & BRAZOS VALLEY RAILROAD

W. B. SCOTT,
FEDERAL MANAGER

SOUTHERN PACIFIC BUILDING
HOUSTON, TEXAS

December 18, 1919.

DIVISION OF LABOR.

DEC 22 1919

Application of Supplement No. 12 to General Order No. 27, Train Porters:

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Interstate Commerce Commission Bldg.,
Washington, D. C.

Dear Sir:

In looking over the correspondence with reference to the application of Supplement No. 12 to General Order No. 27, I note a typographical error in my letter of December 14th in reply to yours of December 1st, concerning complaint filed by negro train porters on the Alexandria Branch, New Iberia, Eunice and Baton Rouge Branch of the M. L. & T. R.R.

The traffic on these branches is so light as to make it wholly unnecessary for the train porter to perform any of the duties outlined in Supplement No. 12. All of our passenger trains are manned by a conductor, a white brakeman, and a colored train porter. On the light traffic districts, where trains are short, the duties of the train porters have been restricted to the extent that they do not perform any of the service outlined in Supplement No. 12; therefore, these men are being paid the rates applicable to train porters.

Yours truly,

W B Scott

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION E-38-2 6

MORGAN'S LOUISIANA & TEXAS RAILROAD
IBERIA & VERMILION RAILROAD
LOUISIANA WESTERN RAILROAD
LAKE CHARLES & NORTHERN RAILROAD
TEXAS & NEW ORLEANS RAILROAD
GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD
HOUSTON & TEXAS CENTRAL RAILROAD

HOUSTON EAST & WEST TEXAS RAILROAD
HOUSTON & SHREVEPORT RAILROAD
SOUTHERN PACIFIC TERMINAL
DIRECT NAVIGATION LINES
SAN ANTONIO & ARANSAS PASS RAILROAD
SAN ANTONIO, UVALDE & GULF RAILROAD
TRINITY & BRAZOS VALLEY RAILROAD

W. B. SCOTT,
FEDERAL MANAGER

SOUTHERN PACIFIC BUILDING
HOUSTON, TEXAS

Application of Supplement 12 to General Order 27 - Train Porters

On Line, December 14th, 1919.

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Interstate Commerce Commission Bldg.,
Washington, D. C.

Dear Sir:

Your letter December 1st in regard to the above subject:

Prior to receipt of Supplement 12 to General Order 27 there were no rules in effect defining the duties of train porters. They were not required to qualify on operating rules, provide themselves with standard watches and other similar qualifications required of Brakemen.

In the application of the Supplement we found that the traffic on the Alexandria Branch, New Iberia, Eunice and Baton Rouge Branch, of the ML&T RR., was so light as to make it unnecessary for the train porter to perform any of the duties outlined in the Supplement.

Passenger trains on these branches consist of three cars, and they very seldom have to take siding for other trains, usually the train moves over the entire branch without a switch being handled.

The train porters on this territory were classed as restricted porters and rates under General Order 27 continued. Back pay under the Supplement was made only to the train porters who were required to perform the duties of Brakemen; this being in accordance with instructions contained in letter from the Director, Division of Operation under date of April 7th, which was quoted to all Federal Managers this District in letter April 16th, from the Regional Director.

Yours truly,

WBScott

E-38-11-A

January 26, 1920.

Mr. J. L. Kennedy, Atty.,
Lafayette, La.

Dear Sir:

Referring to my letter of December 1st regarding complaint of colored train porters on certain branches of the Morgan's Louisiana & Texas Railroad for brakeman's rate of pay, in accordance with Supplement No. 12.

As stated to you, this question was taken up with the Federal Manager for investigation, and he advises that prior to receipt of Supplement No. 12 to General Order No. 27 there were no rules in effect defining the duties of train porters. They were not required to qualify on operating rules, provide themselves with standard watches and other similar qualifications required of brakemen.

In the application of the Supplement they found the traffic on the Alexandria Branch, New Iberia, Eunice and Baton Rouge Branch, was so light as to make it unnecessary for the train porters to perform any of the duties outlined in the supplement. The passenger trains on these branches consist of three cars, and they very seldom have to take siding for other trains, usually the train moves over the entire branch without a switch being handled.

The train porters on this territory were classed as restricted porters and rates under General Order No. 27 continued. Back pay under the Supplement was made only to the train porters who were required to perform the duties of brakemen.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

January 26, 1920.

Mr. W. B. Scott, Federal Manager,
Morgan's Louisiana & Texas Railroad,
Houston, Texas.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of December 18th, referring to typographical error in your letter of December 14th replying to mine of December 1st concerning complaint filed by negro porters on the Alexandria Branch, New Iberia, Eunice and Baton Rouge Branch of the Morgan's Louisiana & Texas Railroad.

Very truly yours,

Assistant Director.

11/as

A. G. F. Train porter

(Col)

121015

OFFICE OF
DIRECTOR GENERAL
OF ADS

DIVISION OF LABO

Lakeland Fla
Oct 21, 1919

OCT 23 1919

Mr Walker D. Hines.

Dear Sir,

OCT 24 1919

I am writing to for
some information
concerning porters
Mr Hines we as porters
has never got no raise
and finaly a bulliten
were issued for the
porters not to do the
Breaking on passenger
trains, and the
train master

instructed the porters
not to open and close
switches pick up and
set out cars
Then when I am called
to go out. I am told to do
all of this work Braking
and I refused to do so
and I goes to the Supt.
and their master tells
Them what the Conductor
said for me to do.
And the reply were
do what they say do.
now Mr Hines if I

do the Breakingon
passangu trains cant-
I demand, Breakemon
pay? And how shall
I obtain it? for yo
know Mr Hines 64 dollars
will not take care of me
and a wife & two children
I am classinghapeing
to hear from yo at an
early date. Ben Jones
Porter
on Lake land Distrit
382, E, magnolia St
lake land
Fla

121015

October 23, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of October 21st, in reference to your wages and duties as train porter for the Atlantic Coast Line Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. G.

Mr. Ben Jones,
302 E. Magnolia St.,
Lakeland, Fla.

Y.R.

E-38-11-A

FILE COPY

October Twenty-ninth,
Nineteen Nineteen.

Mr. Lyman Delano, Federal Manager,
Atlantic Coast Line Railroad,
Wilmington, N. C.

Dear Sir:

The Director General is in receipt of a communication from Mr. Ben Jones, Lakeland, Florida, which was referred to the Division of Labor -- in reference to his wages and duties as train porter for the Atlantic Coast Line Railroad.

He states that he performed the duties of a brakeman and that some time ago a bulletin was issued which instructed that porters should not perform such duties, but in spite of this fact he is still called upon to do head-end work, and when he took the matter up with the trainmaster and superintendent and objected, he was told to do as the conductor asked him; and he feels that as he is called upon to do this work he is entitled to brakeman's rate and back pay, in accordance with Supplement No. 12.

Will you kindly investigate and advise me what action will be taken?

Yours very truly,

H. P. Daugherty

Assistant Director.

Form G-77

11/as
Cc to Mr. B. L. Winchell,
Regional Director.

E-38-11-A

FILE

October Twenty ninth,
Nineteen Nineteen.

Mr. Ben Jones,
302 East Magnolia St.,
Lakeland, Fla.

Dear Sir:

Referring to your letter of October 21st addressed to the Director General, which was referred to the Division of Labor -- in reference to your wages and duties as train porter for the Atlantic Coast Line Railroad.

This matter is being investigated, and you will be advised of the result later.

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/az

COPY

Form G-77

—8675

FORM-703

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

ATLANTIC COAST LINE RAILROAD

OFFICE OF FEDERAL MANAGER.

LYMAN DELANO,
FEDERAL MANAGER.

WILMINGTON, N.C. November 13th, 1919-s

DIVISION OF LABOR

NOV 18 1919

Mr. H. P. Daugherty,
Assistant Director, Division Of Labor,
Washington, D. C.

Dear Sir: --

Replying to your letter of the 29th, file E-38-11-A in regard to communication from Ben Jones, Lakeland, Florida.

It would appear that this porter has misrepresented the facts in the matter. He did call on the Superintendent some time ago and complained that he was not getting paid for the work he was doing, but it did not develop that he had been performing brakemen's duties. What he wished the Superintendent to do was to agree for him to violate the Conductors's instructions which, of course, our Superintendent could not do, as it might be necessary in an emergency for the porter to perform any service in connection with the train's proper operation.

In this connection, I wish to advise that porters are not required to perform duties of brakemen except, possibly, in some emergency.

Yours truly,

Lyman Delano

Federal Manager-

E-38-11-A

December 12, 1919.

Mr. Lyman Delano, Federal Manager,
Atlantic Coast Line Railroad,
Wilmington, N. C.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of November 13th, replying to mine of October 29th, relative to the wages and duties of Ben Jones as train porter for the Atlantic Coast Line Railroad; and I trust you will pardon the delay in so doing.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

E-38-11-A

December 12, 1919.

Mr. Ben Jones,
302 E. Magnolia St.,
Lakeland, Fla.

Dear Sir:

Referring to my letter of October 29th in regard to your wages and duties as train porter for the Atlantic Coast Line Railroad.

This question was taken up with the Federal Manager for investigation, and he advises that the facts are not exactly as you represent them. He states you called on the Superintendent some time ago, and complained that you were not getting paid for the work you were doing, but it did not develop that you had been performing brakeman's duties. He further states that what you desired the Superintendent to do was to agree for you to violate the conductor's instructions, which of course the Superintendent could not do as it might be necessary, in an emergency, for the porter to perform any service in connection with the train's proper operation.

He also advises that porters are not required to perform duties of brakemen except, possibly, in some emergency.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

DIVISION OF LABOR.

E 38 1/4

JAN 19 1920

Lakeland Fla Jan 16th 1920

Mr Daugherty
Washington D.C.

Dear Sir

I would like to call your attention to this fact this work that I have mention here before its vegate all along the Road and the Baggage Man has to get his Baggage off and on therefore according to my instruction is to load this Baggage and Pasingers then there is nothing for me to do but he has to pick up and set out these Cars but he is unable

to do this without a delay so
therefore I do this to save a
delay Everywhere. so you see
how it is I am not Kicking on
this work I wonld to do it but
it would be Right to pay me for it
I think I would Rather do the work
and Received a Salry that would
give me a living than to go
all day and wont be made
anything when I Come in
now just think be on the Road
12 & 14 hours and Make
230 Miles then aint made
anything but when the two
weeks is up 31 & 32 for

For 15 days work and has to pay
$3 H.C. For a uniform more
than what I get For two weeks
work and when I do this work
It Keeps down ~~hate~~ malicy
and hatry O I wish you
would look at it like ~~me~~
I do and listen when the the train
arrives at Fort Myers Fla
everybody is Relieved but the
Porter Still he dont get anything
For his work I just want
you to see what I am doing
and there is two more porters
doing the Same work that I am
doing Oh Mr. Daugherty.

I dont want to have any more
Confusion about the work but
it is Realy hard to do the work
For nothing I will admit its to
Much job For the Baggage Man
on this line now just say
Roll up to a place and there
15 or 20 pieces of Baggage
to Receive and some to put of
of course they have a Station Porter
to help me but that Car must
be picked up I will get this
Car while he gets his Baggage
Straight to avoid delay so its that
way all along please look at it
with Sympathy Resp your Servant
Porter Benjones

E-38-11-A

January 26, 1920.

Mr. Ben Jones,
302 E. Magnolia St.,
Lakeland, Fla.

Dear Sir:

Referring to your letter of the 14th inst. relative to your wages and duties as colored train porter for the Atlantic Coast Line Railroad.

For your information, the entire colored train porter situation throughout the country has been investigated and laid before the Director General, and it is our understanding that a decision will be rendered by him within a few days.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

From DANIEL L. GREEN,
205 [illegible] St.,
Chattanooga, Tenn.

DEC 8 - 1919.

DIVISION OF LABOR.

1307628

E-38-11-A

Jan Walker D.

Hines Director Genial

DEC 8 1919 DEC 9 1919

Dear Sir I want to know
How shell a man live
at $ 60 & Per Maient and
Work on RR and Do
Brakeman work listen Jan
Men: or to send Same
one Down Here and see
Just Parties work is He
Has to work from Engin
the last car in Train
in case of Hot Box and
and Brake Down and Give
Signel Mark of Train
if Jan Dont Believe me

Jan Jest send one
of Jan Men Down
to see for Jan self
and Jan will Get the
truth a Bought Matter
I cant see why Jan
People cant see Jan
like Freight Brakeman
Very Good Pay But
when it came to the Poor
and train Porter Has Been
Daring Brakeman work for
Years for Jest what he
could Eat and Jan
People Ahore could Do
Better then this I know

We go 296 Miles
and Has to work for
a Baught $6.8 Dallars
a Marnth is my Pay
White Man get $18.0
the Poor old Colored
Brakeman get a Baught
$6.8 He is Got to Be
at the Station and all
things ready lamps
Clean and Draw all
of the supply and lif
all Bagage and fun
load all and Pack all
Hat Bag and Put on
Hase Trengeman Gan
Back

a Y 2 - RR [redacted] 4

I am a Brakem I
Work on this Road
Brakeman a Passenger
train is more work
then freight a Poor train
Has 4 lift trunks
on Flage / Blacks and
see act Passenge air
on the Wright train
and so we want this
no 12 and no 14 and no 27
We Has Work for it
if Dont Get it send
For Man Damm and
see

127628

December 8, 1919.

Dear Sir:

I am acknowledging for the Director General your letter of December 5th, in reference to your wages as Train Porter.

Your letter is being referred to Mr. W.S.Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Sig.) M. B. C.

Mr. Daniel L. Green,
#205 Carr Street,
Chattanooga, Tenn.

Y*L

E-38-11-A

December 11, 1919.

Mr. Daniel L. Green,
205 Carr St.,
Chattanooga, Tenn.

Dear Sir:

Referring to your letter of December 5th addressed to the Director General, which was referred to the Division of Labor, relative to back pay and rate of pay you should receive as train porter on the Alabama & Great Southern Railroad.

Please be advised I am taking this question up with the Federal Manager for investigation, and as soon as I have he ard from him you will be advised further.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-58-11-A

December 11, 1919.

Mr. E. H. Coapman, Federal Manager,
Alabama & Great Southern Railroad,
Washington, D. C.

Dear Sir:

The Director General is in receipt of a letter from Daniel L. Green, 205 Carr St., Chattanooga, Tennessee, which was referred to the Division of Labor, claiming back pay and brakeman's rate in accordance with Supplement No. 12 to General Order No. 27, for services performed in connection with his duties as train porter.

He states that he is required to be at the station and have things ready for trains, lamps cleaned, draw all supplies, load and unload baggage, pack all hot boxes, couple and uncouple hose, flag blocks, give signals, and look after passengers.

Will you kindly investigate this claim and advise me at your earliest convenience what action is taken.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as
Cc to
Mr. B. L. Winchell,
Regional Director.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

SOUTHERN RAILROAD LINES
AND ASSOCIATED RAILROADS

G. R. LOYALL.
ASSISTANT FEDERAL MANAGER.

WASHINGTON, D. C. January 22, 1920.

DIVISION OF LABOR

JAN 23 1920

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D.C.

Dear sir:-

Your letter of December 11th, file E-38-11-A, in regard to claim of Daniel L. Green, 205 Carr St., Chattanooga, Tenn., for brakeman's rate of pay.

This man is employed as Train Porter on passenger trains 1 and 2, AGS Railroad. Our investigation develops that he has not been required to perform the duties of a brakeman, and his claim is not, therefore, justified.

Yours truly,

E. H. Coapman

Federal Manager.

E-38-11-A

January 26, 1920.

Mr. Daniel L. Green,
205 Carr St.,
Chattanooga, Tenn.

Dear Sir:

Referring to my letter of December 11th, relative to back pay and rate of pay you should receive as train porter on the Atlanta & Gulf Coast Railroad.

As stated to you, this question was taken up with the Federal Manager and he advises his investigation develops that you were employed as train porter on passenger trains Nos. 1 and 2, A.G.S. Railroad, and that you have not been required to perform the duties of a brakeman, and your claim is, therefore, not justified.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/aa

E-38-11-A

January 26, 1920.

Mr. E. H. Coapman, Federal Manager,
Southern Railroad Lines,
Washington, D. C.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of the 22nd inst., in regard to the claim of Daniel L. Green, 205 Carr St., Chattanooga, Tenn. for brakeman's rate of pay.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

115926

Form 13
531-16. 1000 M. W.

E-38-11-a

Am

SEP 23 1919

DIVISION OF LABOR

SEABOARD AIR LINE RAILWAY COMPANY

DIRECTOR GENERAL OF RAILROADS

SEP 20 1919

Richmond Va. 9/14 th 1919

Dear Sir Mr Walter D. Hines United States Railroad Administra Director General of Rail Road and to the member of Rail Road Board of working Conditions. We are the Porter and Brakemans for the Seaboard air-line Passenger trains between Richmond va. and Columbia S.C. Richmond va. and Monroe N.C. working 2 Union. Va. Union and N.C. Union We carry a lanterns and keys. for heading in and out. When meeting first class trains, Setting off cars. and picking up cars When it be come nescearry to do so by ours Conductors he call for the Porter to do this Switching. and attend to all hot boxes. crawl under cars and take brake beams when one fall. lighted up his trains when night he fall him. put them out at Sun rise. assisted the Passenger off and on, and then runs to your Baggage cars express cars and mail mail cars. Carry 2 trains box of Surplies. weighted any where from one hunders pound to 2 hunders pounds. Porters got to look out for all red board catch a fly orders, and deliver it to his Conductors. porters uniform cost him as much as the Flagmans or Baggageman, and the Porters got to breake hoes a loose. Cupler up Conductors say did you hook the Chain. We have

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY

Porters working Brakeman work. have been S.A.L. R.R. Servis from 5 years to 30 years are moore, and he is the least paid of any one Employees working under the Government Rule. Porters with wife and family to support for $60. dallars a month, while call boys are getting from $80.00 to $90.00 or moore and no one to support but him self. we porters and Brakeman Train master come we Boys and persuaded most of them. to out the Fourth Liberty Loan Bond, that they was going to get the increase that was do us. we taken Liberty and thay have pay out of we boys every month with out one cts encrease. we Boys as doing both work will surly doing ours duity right on as we have done. my name is O.E. Crump have been in the servis of the S.A.L. R.R. Company for 25 years with one Conductor Capt J.S. Haddock for 19 years in passenger servis. now we are the boys that have been faithfull waiting for good for some over a years. each man he low

O.E. Crump 922 W Clay Richmond va.
Charlie. Champain 922 W. Clay St Richmond va
Willis. Crump 922 W. Clay St Richmond va.
Walter. Mosley 1216 W. Leigh St Richmond va
Willis. Byrd 617 N. Harrison St Richmond va

Form 13
8-31-16. 1000 M. W.

SEABOARD AIR LINE RAILWAY COMPANY

James. Mason Richmond va. Wade. Boon Richmond va. Jame. Jurman Richmond va. Admas. Vices Richmond va. Calon. Ryal Richmond va. 6 of me boys run from Richmond va. to Columbia S.C. 3.60 miles over 12. hour to make the run. 3 boys from Richmond va. to Monroe N.C. 307 miles. 1 on a turn from Richmond va. to Narlina N.C. 98 miles

O. E. Crump
922 W. Clay St
Richmond va.

Index 287

FILE

[illegible]-11-A

September 24, 1923

Mr. O. E. Crump,
922 West Clay St.,
Richmond, Va.

Dear Sir:

Referring to your letter of the 14th inst., addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor in which you state that yourself and nine other train porters on the S.A.L. between Richmond, Va. and Columbia, S.C. and Richmond, Va. and Monroe, N.C. working two divisions (Virginia and NorthCarolina) are required to perform the following duties: carry lanterns and switch keys for heading in and out, when meeting first-class trains; setting off and picking up cars; attend to hot boxes; crawl under cars when brake beams fall; attending to the lights in the train; assisting passengers on and off; handling baggage, express and mail; look out for signals and catch fly orders and deliver to conductor; coupling and uncoupling hose.

The Director of the Division of Operation has issued instructions to the Regional Directors who in turn have issued instructions to the Federal Managers in connection with the application of Supplement No.12 covering colored train porters and I have every reason to believe that if the matter is taken up with your superior officer of the S.A.L. as provided in Circular #3 and Supplement No. 6 to General Order 27, copies attached, that same can be adjusted locally. However, if you fail the Federal Manager should be requested to join you in submitting the matter to the Division of Labor for determination.

Yours truly,

H. P. Daugherty

Assistant Director.

Form G-11-AR

2—8873

Copy to Mr.W.J.Harahan,Fed.Mgr.,SAL,Norfolk,Va.
Mr.B.L.Winchell, Regional Director.

COPY

op

DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR.

121350

12/350

922 W. Clay St.,
Richmond, Va.,
Oct. 24,1919.

E-38-T/A

Mr. Walter D. Hines, Director General,
United States Rail Way Administration.

OCT 27 1919

OCT 27 1919

Dear Sir:

We the porters and breakmen for the Va. and N.C. division of the Seaboard Airline R.R. in passenger train service submit the following complaint:

We get only $60.00 a month. We were ordered to get standard watches and have them inspected twice a month, and we are required to get two uniforms a year which costs us as much as the Baggagemaster's and Flag man's. Our meals are the same as theirs on the Dining Car. We carry our switch keys for heading in and out of pass tracks and setting off and picking up cars when necessary, attend to all hot boxes. handling baggage, express and mail, discharge our passengers and load them up.

We have only six porters doing passenger and breakman work between Richmond Va. and Columbia S.C. 360 miles and over 12 hours on the trip. We have three porters and breakmen between Richmond and Monroe N.C. 98 miles round trip daily, two porters between Portsmith Va. and Raleigh N.C. One porter and breakman from Portsmith Va. to Norlina N.C. 120 miles turn back nightly. One porter and breakman between Raleigh N.C. and Weldon, N.C. 98 miles round daily. Four porters and breakmen between Raleigh and Monroe, N.C. 151 miles.

We have to do all passanger and train service that our Conductor tells us to do; look out for all white and red board, be ready to catch any message that agent may hand up.

I had a letter from the board at Washington, D.C. on the first of Jan. 1919 Supplement # 12 to General Order #27 article #6 of General Order #27 required to perform the following essential duties. Will be designated as passenger Breakman o f Flagman and paid accordingly. I have taken matter up with our Division Superintendent and got no satisfied answer. I went to General Superintendent and he said $60.00 a month was all they were to pay the porters. I asked him about article 16 to classify the porters as long as we had anything to do with switching cars, handling switches etc. He said that they were working on that now and would let me hear from him. I also took the matter up with the General Manager. He said that he would take the matter up and let me or my conductor hear from him. All that I ever heard from him was that.

The train master compelled us to take the fourth liberty bond that we were not able to do. I told him that we were not able and he said that we were going to get an increase. We took out the Bond and $6.25 was taken out of our salary a month and we have never had the increase . We were to have received the increase from July 1, 1918. A good many of the men have left the run for better wages. We have men here who have been in the service for 26 years. Been in passenger service for 18 years with Conductor J.S. Haddock. We have been very loyal to our Company and this is the way we are treated.

The 16 hour law catches us sometimes and a Conductor, Flagman and Baggagman is put on and the porter works on to the end of the trip discharging his passengers and picking them up. We are under paid for our service. 12 hours or more to make the trip; pay board and lodging out of $60.00 a month while station hands and call boys are making $80.00 and $90.00 for 8 hours service.

Mr Hines if there is any way that you can have this company settle up with us we will appreciate it, and it will be a God sent blessing to us . Please let me hear from you so I can explain to the rest of the men. I am sending you their names and the Conductor they run with so that you can find out the work they are doing in passenger train service.

O.E. Crump. Train #2 &3 between Richmond Va. and Columbia, S.C.
Capt. J.S. Haddock, Richmond, Va.

J. Jurman. Train #2 & 3 between Richmond, Va. and Columbia, S.C.

Capt. W.P. Clement Richmond, Va.

Charlie Champion, train 2and 3 between Richmond, Va. and Columbia, S.C. Capt. J.R. Stephen, Richmond, Va.

Willis Crump, train I and 4 between Richmond and Columbia , Capt. G. W. Shinehouse, Richmond, Va.

Walter Masley, train I and 4 between Richmond and Columbia. Capt. Walter Gibson. Richmond, Va.

Thos. Higgs, train I and 4 between Richmond and Columbia. Capt. G.W. Lassiter, Richmond, Va.

Adams Byis train I3 and I4 between Richmond and Norlina, N.C. Capt. Mobsy, Richmond, Va.

Matthews Jeffree, train I9 and 20 Raleigh and Weldon, N.C. Capt. Joe. Kirtpratch, Raleigh, N.C.

Jas. Mason, train 5 and 6 between Richmond and Monroe, N.C. Capt W.R. Bradley. Richmond, Va.

Wade Boon 5 and 6 between Richmond Va. and Monroe N.C. Capt. W.R. Kennett, Richmond, Va.

Will Byrd 5 and 6 between Richmond and Monroe, Capt. Henry Green, Richmond, Va.

Henry Bate II and I2 between Portsmouth and Raleigh. Capt Matthew, Raleigh, N.C.

Joe Jones II and I2 between Portsmouth and Raleigh. Capt. Lewis Cane Portsmouth, Va.

Joe Mark I5 and I6 between Portsmouth and Norlina, N.C. Capt. Rayan. Portsmouth, Va.

Peter Holmes, II and I2 Raleigh to Monroe, N.C.

J. Robinson II and I2 between Raleigh and Monroe, N.C. Capt, Chas. Gowins, Raleigh, N.C.

Eli Thomas 3I and 34 between Raleigh and Monroe, Capt. H. Huggins(?) Raleigh, N.C.

Frank Jones 3I and 34 between Raleigh and Monroe , Capt. Mike Byrd, Raleigh, N.C.

George Markins I7 and I8 between Hamlet and Columbia, Capt. J.L. Jones Hamlet, N.C.

Your immediate attention to this matter will very greatly oblige,

O.E. Crump,
922 w. Clay St.,
Richmond, Va.

O. E. Crump

121350

October 27, 1919.

Dear Sir:

This will acknowledge receipt of your communication of the 24th instant, with regard to the rate of pay of porters and brakemen on the Seaboard Air Line Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. O. E. Crump,
$922 W. Clay St.,
Richmond, Va.

C*L

E-38-11-A

December 1, 1919.

Mr. J. W. Harahan, Federal Manager,
Seaboard Air Line Railroad,
Norfolk, Va.

Dear Sir:

The Director General is in receipt of a complaint from the colored train porters, who claim they are carrying switch keys and are required to perform the duties of passenger brakemen between --

Richmond,	Virginia	and	Columbia,	South	Carolina
Richmond,	"	"	Monroe,	North	Carolina
Portsmouth,	"	"	Raleigh,	"	"
"	"	"	Norlina,	"	"
Raleigh,	North Carolina	"	Weldon,	"	"
"	" "	"	Monroe,	"	"

and feel that they should be entitled to passenger brakemen's rate, together with back pay.

Will you kindly investigate this claim and advise at your earliest convenience what action will be taken.

Yours very truly,

Assistant Director.

ll/as
Cc to Mr. B. L. Winchell,
Regional Director.

E-38-11-A

December 1, 1919.

Mr. O. E. Crump,
922 West Clay St.,
Ric hmond , Va.

Dear Sir:

Referring to your letter of October 24th, addressed to the Director General which was referred to the Division of Labor -- relative to the compensation you are receiving from the Seaboard Air Line Railroad for services performed.

Please be advised we are taking this question up with the Federal Manager for investigation, and as soon as we have heard from him you will be advised further.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD
ATLANTIC & WESTERN RAILROAD

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER
NORFOLK, VIRGINIA

December 15, 1919.

16504-A

DIVISION OF LABOR.

DEC 18 1919

Mr. H. P. Daugherty,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:

In reply to yours December 1, file E-38-11-A, relative complaint of the colored train porters, who claim they carry switch keys and are required to perform the the duties of passenger brakemen between certain points on our line.

Positive instructions have been issued that these men's services must be confined to porters' duties and, as I understand it, these instructions are being carried out. Therefore, I do not see how we can pay them anything except porters' wages.

Yours very truly,

W J Harahan

Federal Manager.

December 24, 1919.

E-38-11-A

Mr. W. J. Harahan,
Fed. Mgr., Seaboard Air Line RR,
Norfolk, Va.

Dear Sir:

Referring to your letter of December 18th, File 16504-A, relative to complaint of the colored train porters, who claim they carry switch keys and are required to perform the duties of passenger brakemen between certain points on your line:

I note you state that positive instructions have been issued that the service of these men must be confined to porters' duties and that these instructions are being carried out, and that, therefore, you do not see how you can pay them anything except porters' wages.

You do not state what action will be taken regarding the back pay claimed by these employes for the period during which they performed the duties of passenger brakemen and prior to the date their services were restricted to porters' duties only. I will appreciate an expression from you in regard to this latter feature at your earliest convenience.

Yours very truly,

H. P. Daugherty

Assistant Director.

11-IC

E-38-11-A

February 4, 1920.

Mr O. E. Crump,
922 West Clay St.,
Richmond, Virginia.

Dear Sir:

With further reference to your complaint that you and other porters on the Seaboard Air Line Railroad are performing the duties of brakemen, though classed as porters.

I have not as yet received full information from the Federal Manager in regard to this matter, but am today tracing him for a prompt reply, and as soon as I have heard from him you will be advised.

In this connection I wish to advise that the entire colored train porter situation throughout the country has been investigated and referred to the Director General, and it is expected that he will render a decision regarding it in a very short time.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

February 4, 1920

Mr. W. J. Harahan, Federal Manager,
Seaboard Air Line Railroad,
Norfolk, Va.

Dear Sir:

Kindly refer to my letter of December 24th, replying to yours of the 15th, relative to the claim of colored train porters on the Seaboard Air Line Railroad that they perform the duties of passenger brakemen between certain points.

In that letter I asked you what action will be taken regarding the back pay claimed by these employes for the period during which they performed the duties of passenger brakemen and prior to the date their services were restricted to porters' duties only; but as yet have received no reply from you.

As we are being pressed by these employes for a definite statement, will you please give this prompt attention and let me hear from you promptly?

Very truly yours,

H. P. Daugherty,

Assistant Director.

11/as

E 38-11 A [redacted] 119[redacted]6 HM

DIRECTOR GENERAL OF RAILROADS

Hamlet N[redacted]

oct 9-1919

Dear Sir we have Recived
your letter and was glade
to here from you this is
what we mean the cond
uctor has been Runin
trains been cut off in
seder flagmon they are
Runin on the head of
the train as brakman
and letting the young
are white mon flag and
that throw us colord
mon out of wiork and
pleas let us no if that is
write or not if it is
we will hafter hunt
some other work to live
at

OCT 1 1919
DIVISION OF LABOR.
OCT 18 1919

please acer to
brady wilons RR

Marshville N C

Box 97

E-38-11 - R

October 17,1919

Mr. Brady Wilons,
Box 97,
Marshville,N.C.

Dear Sir:

This will acknowledge receipt of your letter of October 9th which apparently is with regard to the employing of white brakemen but you letter is not clear to me.

I would suggest that you tell your story to some one who can write a good clear letter and have him take your case up with me.

Yours truly,

J. A. Franklin

7-AR

FILE COPY

Form G-77

—8675

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS

(17)

E 38-11-00

20672

DIVISION OF LABOR.

1919

Marshville
oct 24 1919 N. C.

Dear Sir.
i receive Your Letter
am Sorry You say You
Cant under stand the
other See if You Can under
stand this i work the
Locke Frate When they
Wasent Paying But $25
$30 a month and since
they went to Paying more
they White Brakemen
on my run and i hafter
catch What i can Get
they Would not haul it

OCT 22 1919

When they wosent Pafing
any. thing do you. think
that is rite i know God
isent please with such
as. that. i will close
By Sating

Yrame

Brady. William
Bx 97. Marshville
NC

E-38-11-A

December 1, 1919.

Mr. Brady Williams,
Box 97,
Marshville, N. C.

Dear Sir:

Referring to your letter of the 20th inst., in answer to Assistant Director Franklin's letter of October 17th, with regard to displacing colored brakemen with white brakemen.

You do not state the name of the railroad you are working for, at what point, or the character of the work you are performing, and as soon as this information is given us the question will be taken up for further investigation.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

Form 8½.
6-18. 500M.

SEABOARD AIR LINE RAILWAY

128690

Marshville. N.C.

DIVISION OF LABOR.

12/12/19.

DEC 15 1919

US Director General of RailRoads

Washington. D.C.

Dear Sirs-

DEC 15 1919

In reply to yours letter of the 1th inst.,

From wich I beg to say For yours information in regard to Colored brakemen on SeaBoard Air Line Railroad.

We have been greatly discriminated I think on the above RR.

We have cases where white Men have hired for Flagmen FF and was promoted to Conductor buiness got got dull and they was cut off from conductors places so they come back and pull we Colored Brakemen off our regular run .

We wont to know can this be Lawfully done with we old Freaigh train Brakemen as there no promotion allowed for Colored TrainMen .

I work out of Hamlet N.C. On north Carolina Division of SEA BOARD AIR LINE Rail Road Freaigh Train ~~brake~~ Man.

Yours REPT,

Brady Williams,

38-II-A

File

E-38-11-A

December 17, 1919.

Mr. W J. Harahan, Federal Manager,
Seaboard Air Line Railroad,
Norfolk, Virginia.

Dear Sir:

We are in receipt of a letter from Mr. Brady Williams, Marshville, North Carolina, in which he states that colored brakemen are being discriminated against on the Seaboard Air Line Railroad.

He advises that white men have been hired for flagmen and promoted to conductors, then when business became dull these men were changed from conductors to brakemen, with the result that the colored brakemen have been taken off their regular runs and get whatever work they can.

Will you kindly have investigation made in this case, and advise me the result of same?

Very truly yours,

H. P. Daugherty

Assistant Director.

as

E-38-11-A

December 17, 1919.

Mr. Brady Williams,
Box 97
Marbhville, N. C.

Dear Sir:

Referring to your letter of the 12th inst. in which you state that colored brakemen on the Seaboard Air Line Railroad are being discriminated against.

Please be advised I am taking this question up with the Federal Manager, and as soon as I have heard from him you will be advised further.

Very truly yours,

H. P. Daugherty

Assistant Director.

az

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SEABOARD AIR LINE RAILROAD
MACON, DUBLIN & SAVANNAH RAILROAD
DURHAM & SOUTHERN RAILROAD
GEORGIA, FLORIDA & ALABAMA RAILROAD
BENNETTSVILLE & CHERAW RAILROAD
ATLANTIC & WESTERN RAILROAD

W. J. HARAHAN,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER
NORFOLK, VIRGINIA

January 31, 1920.

-B.

DIVISION OF LABOR.
FEB 4 1920

Mr. H. P. Daugherty,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Replying to yours December 17th, file E-38-11-A in which you refer to letter from Brady Williams, Marshville, North Carolina, alleging that colored brakemen were being discriminated against on the S. A. L. R. R. I had our General Superintendent investigate this matter and give you below copy of report which he has just made:

"I have been unable to secure any information concerning specific cases where colored brakemen have been discriminated against in the assignment of brakemen and flagmen to vacancies as alleged, the Brady Williams referred to being a colored brakeman working on local freight trains 69 and 70 between Hamlet and Monroe. Our first record of employment of this man is as switchman on Hamlet yard in April 1907, entering road service as brakeman a few years later, leaving the service to accept employment with the Winston Salem Southbound, employed by that line about one year and re-entering our service as a new man. He remained with us about one year and left our service to work for the Rockingham Railroad, remaining with that line about six or eight months and again returning to the Seaboard as a new man. I am unable to give dates of his successive resignations and re-employment as shown above, as it has not been customary in the past to keep service record of colored employes.

He has, however, been given everything to which his seniority would entitle him and he has, so far as I have been able to develop, no reason, whatever for complaint".

Yours truly,

W. J. Harahan
Federal Manager.

Copy to:-
Mr. B. L. Winchell,
Regional Director, Southern RR
Atlanta, Georgia.

E-38-11-A

February 6, 1920.

Mr. W. J. Harahan, Federal Manager,
Seaboard Air Line Railroad,
Norfolk, Va.

Dear Sir:

I wish to acknowledge receipt of, and thank you for, your letter of January 31st, replying to mine of December 17th, relative to the claim of Brady Williams that colored brakemen were being discriminated against on the Seaboard Air Line Railroad.

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/ax

R-38-11-A

February 6, 1920.

Mr. Brady Williams,
Box 97,
Marshville, N. C.

Dear Sir:

Referring to my letter of December 17th in which I referred to your letter of December 12th in which you stated that colored brakemen on the Seaboard Air Line Railroad were being discriminated against.

This question was taken up with the Federal Manager for investigation, and he advises that it developed that they have been unable to secure any information concerning specific cases where colored brakemen have been discriminated against in the assignment of brakemen and flagmen to vacancies as alleged. He states that you were working on local freight trains Nos. 69 and 70 between Hamlet and Monroe. Their first record of your employment is as switchman in Hamlet Yard in April 1907, entering road service as brakeman a few years later, leaving the service to accept employment with the Winston-Salem Southbound, employed by that line about one year and re-entering the service of the S.A.L. as a new man.

You then remained with the Seaboard Air Line Railroad about one year and left the service to work for the Rockingham Railroad, remaining with that line about six or eight months, and then returned to the S.A.L. as a new man.

He is unable to give dates of your successive resignations and re-employment, as it has not been customary in the past to keep service record of colored employes. He further states you have, however, been given everything to which your seniority would entitle you, and you have, so far as he has been able to develop, no reason whatever for complaint.

Very truly yours,

Assistant Director.

ll/az

136050

E 38

#609 E. Gorrell st,
Greensboro N.C
2, 5, 192

Mr W. D. Hines
Director General
all Rail Roads I saw
a letter some time in
November asking
our committee to be in
Washington on December
the first for a wage Hearing
so they wrote me a letter
stuteming that they meet
him. so I would like to
know are we Porter going
to get a Raise or not. I
would like to say this to
him Mr Hines. we Porters
are ~~tak~~ living very Hard
now. and would like
to get a Raise for we

DEPT OF LABOR
FEB 6 1920
FEB 6 1920

only get 2 Raises Sense the
High cost of living
Has bin on and the
Pullman Conductors
Has Had 3 Raise so
we Porter Bought as
many Bonds as the
Condactors did. so we
Porters Hope that you
Will give us some thing
in the way of a Raise.
so let me know if we
get any thing we need
any thing you Will give
us Hope to Hear from you
soon

Pullman
Porter

yours truly

M- Robeson

February 6, 1920.

Dear Sir:

This will acknowledge receipt of your letter of the 5th instant to the Director General requesting certain information with regard to wages of Pullman porters.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. M. Roberson,
609 E. Garrell Street,
Greensboro, N.C.

M/GLB

133268

C-31-11-L

F.J.BUTLER
1144.BROADWA
MACON GA

Mr. W. D. Hines

1.16.1920. Macon Ga

1144. Broadway St

JAN 20 1920

dear sir I have been in the government service as a passing Train Dispatcher for 25 months and still only getting $60.00 dollars a Month and the road is on the eve of going back to owners is they any back pay for me please sir advised me yours as ever

F.J.BUTLER
1144.BROADWA
MACON GA

JAN 19 1920

E-38-11-A

Feb. 9, 1920.

Mr. M. Roberson,
609 E. Garrell St.,
Greensboro N.C.

Dear Sir:

This will acknowledge receipt of your letter of February 5th, addressed to the Director General, and referred to this Division for reply, with regard to the rate of pay pullman porters should receive.

I attach hereto, copy of Supplement No. 17, together with Amendment thereto, which would cover this class of service.

Should, however, any injustices in or misapplications of the wage orders arise, I would suggestthat you try to adjust the matter personally with your superior officers of the railroad, and failing a personal settlement that the matter be handled through your organization. Should you not belong to an employes' organization, then I would suggest that a joint statement of fact be prepared, in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office, on receipt of which the matter will have prompt attention.

If you find that the wage order has been properly applied to the position you hold and you desire an increase over and above that granted by the wage order, I would refer you to the Board of Railroad Wages and Working Conditions, Southern Railroad Bldg., this city, that Board being charged with the investigation of complaints and requests for changes in the wage orders, on which they make recommendation to the Director General, for such action as he may see fit.

Yours truly,

J. A. Franklin

Enc.

7

133268.

January 19, 1920.

Dear Sir:

This will acknowledge receipt of your letter of January 16th to the Director General regarding some back pay which you feel to be due you by the Southern Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. P. J. Butler,
1144 Broadway,
Macon, Ga.

Y:AN

E-38-11-A

January 26, 1920.

Mr. P. J. Butler,
1144 Broadway,
Macon, Ga.

Dear Sir:

Referring to your letter of the 16th inst. addressed to the Director General which was referred to the Division of Labor, relative to some back pay which you feel due you by the Southern Railroad, as colored train porter.

For your information, the entire colored train porter situation throughout the country has been investigated and laid before the Director General, and it is our understanding that a decision will be rendered by him within a few days.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

134255

DIVISION OF LABOR.

~~OFFICE PHONE 1266~~ ~~HOURS: 9 TO 12 A. M. 2 TO 5, 5 TO 7 P. M.~~ ~~RES. PHONE 2811~~

~~Thomas P. Moore, Phar. M., M. D.~~

~~FIRST LIEUTENANT UNITED STATES MEDICAL RESERVE~~

~~OFFICE: 1155 BROADWAY~~

MACON, GEORGIA

E-38-11-

F. J. BUTLE
1144 BROADWA
MACON

JAN 26 1920

JAN 27 1920

Broadway St 1144 Macon Ga

1. 22, 1920. Mr W. G. Hines dear sir I did
recive yours Kind ispty I am sory to werrie
you but I wanter to no ar I dont under stand
is this we all work for the united states R.R.
all Men both white and Col if that be true
why we is not treated the same the Colord men
on the Central of Ga. R.R. I mean Colord get
$ 129.39 Cent a mont and I as one on the G.S.&F.
or the Southern only get $68 on that why I wrote
you the Mens on the road I wrote above have
never had no trouble about they I mean Colord men
the Mean on the G.S.F or the Southern have alway
had trouble and never have got what suf # 12
said for them to get only when the Car inspectors
was on a strike the paid us $ 70.00 for 15 days
work then then stop that so you see ~~to~~ as
we look at it we is bin done wrong if the Car
pay it 15 days when they is in a strike why
they could pay it for 25 mots if we was due

OFFICE PHONE 4266 RES. PHONE 254
HOURS: 9 TO 12 A. M.
2 TO 3, 5 TO 7 P. M.

Thomas P. Moore, Phar. M., M. D.
FIRST LIEUTENANT UNITED STATES MEDICAL RESERVE
OFFICE: 1133 BROADWAY
MACON, GEORGIA

it in a time of a strike then why not in a time when the strike was over why we is not entitle to now I am asking for advice

yours truly

F. J. BUTLER
1144. BROADWA
ACON GA

F. J. BUTLER
1144, BROA WA
ACO

E-38-11-A

February 13, 1920.

Mr. F. G. Butler,
1144Broadway,
Macon, Georgia.

Dear Sir:

Referring to your recent letter addressed to the Director General, relative to colored train porters.

For your information I am enclosing a copy of Supplement No. 26 to General Order No. 27, granting an increase to colored train porters, effective November 1, 1919.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

ILLINOIS CENTRAL RAILROAD DIVISION

Form 200

136642

TELEGRAM

All messages addressed to Officials on trains must be enclosed in sealed envelopes

Address Wire

LABOR

E 98-11-2 Feb 8-19-21

Memphis Tenn

FEB 10 1921

Mr Walker D Hines

I ritting too you for a little under
stand of about our Sarly that we
are geting now the train master
told me that I wood get just what the
rear man getting and we fail to get

FEB 10 1921

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS
ILLINOIS CENTRAL RAILROAD

Form 500

TELEGRAM

All messages addressed to Officials on trains must be enclosed in sealed envelopes.

it Some of us is getting 63 a month and
albert and my self robert Hamp is
getting $1109 the train master told me
we get just what the flagman getting
but we fail to get the hostler boy out
for the hot boxes we have more work
to do than the reora and man does

I been hear with the Company 21 year
and haven gone them a whentis
trouble Why I rot you becaus I new
you was the right man too rite too
the pay we getting now we can not
live out of it we just barly living
This is from Robert Harp
train porter if you pleas has murdy
on us ought well

WALTER E. HUFFAKER
ATTORNEY AT LAW
PAUL JONES BUILDING
LOUISVILLE, KY.
CUMB. MAIN 975 HOME CITY 975

E-38-11-a

January 27th, 1920.

DIVISION OF LABOR

Director of the Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

JAN 29 1920

As Attorney for one, LeRoy Sharp, colored, formerly employed by the Southern Railroad as Porter, I took up with Mr. Fallis, Superintendent, the question of extra pay for doing the duties of rear end switchman, coupling cars and attending to signal holes, etc. Mr. Fallis rejected his claim and Sharp now desires a hearing in regard to the matter. Kindly advise me.

Very truly yours,
Walter E. Huffaker

H/SG.

Index

E-38-11-A

January 31, 1920.

Mr. Walter R. Buffaker, Atty.,
Paul Jones Bldg.,
Louisville, Ky.

Dear Sir:

Referring to your letter of the 27th inst., relative to the claim of LeRoy Sharp, colored, formerly employed by the Southern Railroad as porter, for back pay.

Before this question can be taken up, it will be necessary for us to know the name of the Division of the Southern Railroad he was working on, the numbers of runs, and the conductor he worked with, also the dates covering the period for which he claims back pay for performing the duties of rear end switchman (I presume you mean front end brakeman), together with a detailed description of the duties performed by him.

Further - if he is no longer in the service, give the date he left, together with the cause.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

WALTER E. HUFFAKER
ATTORNEY AT LAW
PAUL JONES BUILDING
LOUISVILLE, KY.
CUMB. MAIN 975 HOME CITY 975

February 16th, 1920.

DIVISION OF LABOR.

FEB 18 1920

Mr. H. P. Daugherty, Asst. Director.
Division of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

RE: E-38-11-A - Leroy Sharp.

Your letter of ~~January~~ 31st received and in reply thereto, beg to advise that LeRoy Sharp worked on the Danville Division as front end brakeman and porter from December 22nd, 1917 to March 9th, 1918 making 78 trips. He worked upon the St. Louis division as front end brakeman and porter from November 5th, 1917 to December 21st 1917 making 46 trips. The Conductor on the Danville Division was named Stanley Hollensworth and on the St. Louis Division, John Branch. He left the Southern on May 12th by reason of them removing the Chattanooga sleeper and he was advised that he could secure work in the Freight Department but upon applying there, he was only given extra services and could not make a living and had to quit. The duties performed by Sharp during the time he worked as front end brakeman was to call stations, assist passengers on and off, look after air appliances, give signals, couple cars and do other things usually performed by front end brakeman. His claim for back pay is for the time he was in the employ after the order increasing wages was madeby the Director General.

Very truly yours,
Walter E. Huffaker

H/SG.

E-38-11-A

February 20, 1920.

Mr. Walter E. Huffaker,
Paul Jones Bldg.,
Louisville, Ky.

Dear Sir:

Referring to your letter of the 16th inst. relative to the claim of Leroy Sharp, colored, formerly employed by the Southern Railroad as porter, for back pay, he resigning from the service of that railroad on May 12, 1918.

For your information I am enclosing a copy of Interpretation No. 11 to General Order No. 27, from which it will be noted that he is not entitled to back pay, inasmuch as he left the service prior to May 25, 1918, the date of issuance of General Order No. 27.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

131460

Albany Ga.
Jan 2 1920

DIVISION OF LABOR.
JAN 5 1920

Mr W. D. Hines Washington
Genl Direct.

E-38-11-6

Dear Sir

JAN 6 1920

I take my pen write you for information. I seen in several Papers That Porters on The A.C.L R.R. was granted an increase Dec 9. and we are as Porters cant heare any Thing about it at all

so I am asking you this information
weather we did or not and if so
would you Please give Rating Per
day we are aloud on these Runs
with Flagmans hoping to here
from you

Resept

George Clay
Albany Ga.
c/o W.m Ramsey. Porter a.c.L

Index

January 9,1920

E-38-11-A

Mr. George Day,
c/o W.M.Ramsey, Porter, A.C.L.,
Albany,Ga.

Dear Sir:

This will acknowledge receipt of your letter of January 2nd addressed to the Director General and referred to this Division for reply with regard to rumor to the effect that porters in the employ of the A.C.L. were granted an increase December 9th.

What class of porters have you reference to?

Yours truly,

J.A. FRANKLIN

7-AR

Albany Ga.
Jan 14/1920

DIVISION OF LABOR

Mr J. A. Franklin E 38-11 a
Washington D.C
Division of Labor.

JAN 15 1920

Dear Sir:
you of the (13) Received and
Replie to same. I beg to ask off you
and to say we was so call a head End Brakeman
untill July 24 They Taken Keys away from
all Porter That has a Flagman on Runs
in order to keep from giving us Brakeman
Pay. This is the instruction That we have

fill all out side work such as Brassing
Cars Cupling Air + steam Hose when have
to be done. but dont give any signal at all
Throw no switches Handle no Engins
for 6 month 1919 + fill a switchman Job
at Albany Handling 2 Engin in C. of. Ga.
yards Joint + Run Albany to Jacksonville
on Passanger Train No 93 + 92 Millage
186 Miles and the Run only Pays me
$ 64-60 Per month
+ all so assist Baggagemaster with all Baggage
assist Pasanger on and off Train

and help with all supplies
thank you to give me all information
in regarding to work. we allso have
back pay and cant here any thing about
it all. and will thank you to give
me scale off the new pay
hoping to here from you
Respt
Geo Clay. Porter a.e.f
Albany Ga
Co 10 m Ramp

Form 295

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads,

Atlantic Coast Line Railroad—Telegram

DIVISION OF LABOR.

BE BRIEF The telegraph must not be used for business which may be transacted by train without detriment to the Railroad's interest. Operators are required to write all telegrams in INK.

EB 11 6 Albany Ga.
Jan 30/1920

Mr J. A. Franklin
Washington D.C.

FEB 5 1920

Dear Sir About 2 Week I wrote you in Reply to your Letter I Recieved would you Please Look up This and give me some Replye as I would like to now This before March 1

Form 295

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, Director General of Railroads.

Atlantic Coast Line Railroad—Telegram

BE BRIEF The telegraph must not be used for business which may be transacted by train without detriment to the Railroad's interest. Operators are required to write all telegrams in INK.

This is the only way that we can find out any thing in Regards off Porters increase in Wages
Please look up and answer
Yours Respt
George Clay
A.C.L Train Porter
Cfo W. M. Ramey

B-38-11-A

February 12, 1920.

Mr. George Day, Porter, A.C.L.,
c/o W. N. Ramsey,
Albany, Georgia.

Dear Sir ;

Referring to your recent letter to Mr. J. A. Franklin, Assistant Director, relative to wages of train porters.

For your information I am enclosing copy of Supplement No. 26, recently issued by the Director General, which will, no doubt, give you the information desired.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

2-38-1/1-a

Albany Ga.
Feb 1920

Mr. Baughman

DIVISION OF LABOR.

Mr J. A. Franklin
Assistant Director
Washington D.C.

FEB 21 1920

Dear Sir

Thanking you very much for your information you sent me Nov May & ask this off you as information does this give Porters Back Pay from Jan 1 1918 in this Supplement No 26

give for Porters dose This give Porters
Pay up to Feb 1 1920 on This account
hoping to hear from you
at once
and oblige
George Day
Porter a c L
Co W. M Ramsey
Albany Ga.

E-38-11-A

February 26, 1920.

Mr. George Day,
Porter, A. C. L. R.R.,
c/o W. M. Ramsey,
Albany, Georgia.

Dear Sir :

Referring to your letter of February 19th addressed to Mr. J. A. Franklin, Assistant Director, relative to the effective date of Supplement No. 26 covering train porters.

For your information, the effective date of Supplement No. 26 is November 1st, 1919 and the porters will receive back pay from that date.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

Office Phone, Main 4541

Residence, 3234 Rhodes Avenue
Phone Douglas 2960

F. L. BARNETT
LAWYER
184 W. WASHINGTON STREET, ROOM 607
CHICAGO

DIVISION OF LABOR.

February 19th 1920.

Hon. W. S. Carter
Director Div. Labor Dept.
Washington D. C.

E 38-11-6

FEB 21 1920

Dear Sir.

I desire to present the claim of a client who was employed in the railroad service on the Chicago and Eastern Illinois, route from Chicago to Danville. In order to make that claim properly, I desire to have authentic information of the wages fixed for service during the past two years, for employees in the capacity of brakemen also for persons employed as porters. I have no copy of the orders issued by the Railroad Administration Board, fixing the wage scale and I will be thankful if you will have sent to me copies of the orders which will give me the information desired. If no such copies can be furnished, will your Department kindly furnish me the scale of wages authorized during the past two years for the positions of brakesmen and for porters,.

Thanking you in advance for a reply, I am

Respectfully,

F. L. Barnett

E-38-11-A

February 26, 1920.

Mr. F. L. Barnett,
184 W. Washington St.,
Chicago, Ill.

Dear Sir:

Referring to your letter of the 19th inst. addressed to Mr. W. S. Carter, Director, stating that you desire to present the claim of a client who was employed in the railroad service of the Chicago and Eastern Illinois Railroad, and in order to make that claim properly desire to have authentic information of wages during the past two years for employes in the capacity of brakemen and porters.

In compliance with your request, I am enclosing copies of General Order No. 27, Supplements Nos. 12,16 and 26, and Interpretation No. 1 to Supplement No. 16.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

137910

516 North Garrison Ave. St. Louis, Mo.
Feb. 17th 1920.

Director General of Railroads,
Washington.
D. C.

FEB 19 1920

E 28-11

Sir:-

Representing the train porters of the Henderson Division L. & N. R. R.,

I most respectfully ask that you give us your interpretation of Article 1 (a) of Supplement No. 26 to General Order No. 27.

Our interpretation is that the difference in pay, between our wages as now received, and that of the minimum pay as shown in this Article referred to above, is due us for the period stated therein.

Will you please give us your interpretation that we might understand better.

Respectfully,

John Dyer

Mr Daugherty

DIVISION OF LABOR.

FEB 20 1920

E-38-11— a

February 26, 1920.

Mr. John Dupee,
516 North Garrison Ave.,
St. Louis, Missouri.

Dear Sir:

Referring to your letter of the 17th inst. addressed to the Director General which was referred to the Division of Labor, relative to application of Supplement No. 26 to train porters on the Henderson Division of the Louisville & Nashville Railroad.

Supplement No. 26 was issued January 12th, 1920 and made effective November 1st, 1919, and colored train porters are entitled to back time for the difference between the rate they were receiving and the rate as established by Article No. 1 (a) of Supplement No. 26, dating from November 1st, 1919.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

139812

E 38-11 a

Clayton Mo
R R #2 Box 404
March 8th 1920

MAR 10 1920
DIVISION OF LABOR

Hon. Mr Walker D. Hines.
Director General of R. R.
Dear Sir:

I am sending you a copy of which I received Dec 8th 1919 of which they stop train porters dead head time and terminal over time and deducted all over time which they had gave us and I am advise that on other Division they only sloped the Dead Head time and did not take away which they had gave them only on

MAR 10 1920

the Rock Island
St Louis Division
Yours Truely

Clifton Gradison
R R #2 Box 404
Clayton
Ino

SUBJECT: Overpayment to Train Porters - according to General Interpretation No. 1 on Wager Orders and Schedule Provisions - by T. H.Beacom October 28, 1919.

Eldon, December 8, 1919.

File F.

Clifton Madison,
Train Porter.

This to advise you that I am deducting from your last half November pay $6.44, account ruling made by T. H. Beacom October 28, 1919 to the effect that Train Porters are not entitled to terminal overtime and deadhead time.

You made terminal overtime and deadhead time on the dates shown below.

Dec. 24,	1918	3	hrs	.46½	per	hr	1.39
Feb. 28,	1919	60	mi	2.66	per	hun.	1.60
July 4,	"	20	"	"	"	"	.53
" 4,	"	74	" D.H.	"	"	"	1.96
Oct. 17,	"	40	"	"	"	"	.96
				Total			6.44

H. E. Correll.

j-w.

139812

March 10, 1920.

Dear Sir:

This will acknowledge receipt of your letter of the 8th inst to the Director General, with enclosure, in reference to a deduction from your wages to cover the erroneous payment of terminal overtime and dead-head time.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,
(Signed) M. S. Si

Mr. Clifton Madison,
R.R. No. 2, Box 404,
Clayton, Missouri.

Y*W

March 31, 1920.

E-58-11-A

Mr. Clifton Madison,
R. R. No. 2, Box 404,
Clayton, Missouri.

Dear Sir:

Referring to your letter of the 8th inst., together with enclosures, addressed to the Director General, which has been referred to us, relative to deduction of dead head time and terminal overtime from train porters' wages by the Rock Island Railroad:

For your information we are enclosing a copy of Supplement Number 26 to General Order Number 27, covering train porters which may be of assistance to you in determining whether or not you are entitled to the time claimed, and if you still feel that same is due you we would suggest that you handle the question with the officials of the railroad in an endeavor to effect an adjustment.

Yours very truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

11/MJ

DIVISION OF LABOR
140382
Hm
MAR 18 1920

S 138-11-a

Eurenna Ky
March 16 1920

MAR 18 1920

Mr. R. Lines Director ginerl
of rail roads Washington D C
Dear sir i have Ben Working
as train Porter for a good
While since i came out of
uncle sams army an i have
Ben sick an Dr Walace have
Ben waiting on me an i have
got able to Work an have
reported to Mr. E. C. Sparks
an he have got other extra
Porters But i am the oldest on
the run an he Works them
Before he will me an it is Because
i have Ben sick an i wish you
Would see into it for me if you
Please for i live here an am

Easy found for i am at the
Depo every day an i think
that Bill Hugley have told
him Somthing about me
that other Collard Porter on
the frankfort run haping
to here from you soon an i
Can get you as good recomend
ation as enny other Porter on
the road from the Conductors
that i have run with so i
Beg to remain your
Abram Porter
Ravenna Ky

April 1, 1920.

E-38-11-A

Mr. Carew Porter,
Ravenna, Kentucky.

Dear Sir:

Referring to your letter of March 16th, addressed to the Director General, which has been referred to us relative to your claim that you are not receiving your share of the extra work as train porter at Ravenna, Kentucky.

As the railroads have been returned to the private owners, the question will have to be taken up with the officials of the railroad for which you are working.

Yours very truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

11-MJ

E-39-114 135856

J. K. Ethridge
ATTORNEY-AT-LAW
POSTOFFICE BOX 434
MERIDIAN, MISSISSIPPI

2/3/20.

DIVISION OF LABOR.
FEB 5 1920
FEB 6 1920
DIVISION OF LABOR.
FEB 6 1920

W.D.Hines ,D.G.R.R's,
Washington,D.C.

Dear Sir;

Some time ago I sent to you the origional of a letter hereto attached. Since then I have heard nothing therefrom.

Will you kindly let me hear from you there on. And if necessary I can come to Washington and Bring with me the Prof to the allegations therein Contained.

Respectfully,
J. K. Ethridge

J. K. Ethridge
ATTORNEY-AT-LAW
ARKY BUILDING
POSTOFFICE BOX 434

Meridian, Miss., January 6th, 1920.

Mr. W. D. Hines, Director General
of Railroads of United States,
Washington, D. C.

Dear Sir:-

IN RE: Passenger train porters pay on the
A & V, NO & NE, & M & O Railrods.

Sometime ago the passenger tran porters on the A & V the M & O , and the NO & NE Railroad Division of the Southern Railroad from Meridian to New Orleans, employed me to take up for them the matter of increase pay, as provided for in Supplement No.16 and 12 to General Order No.27, issued by the Director General of Railroads of the United States.

I have taken this matter up with the proper officials of the above named railroads, and they informed me that the matter was out of their hands, and was being handled by the Federal Director Mr. E. H. Copeman of Washington, D.C., thereupon I went to Washington, and had a personal interview with Mr.Copeman. Mr. Copeman imformed me, that the matter was before the Board of Railroad Wages and Working condition, and nothing so far has been done.

The porters whom I represent, contend that under Supplement No.16, and Supplement No.12 to General Order No.27 Director General that they are entitled to back pay from June 1,1918 to date, at the rate of $2.66 per hundred miles, that they have traveled in perform-

ance of their duty. They are now receiving only the sum of $60.00 per month.

There are no contentions whatever, from my interview with all the officials, but that then porters performing services enumerated in Supplement No.12 to General Order No.27, of the Director General, the only contention made, was by Mr. Copeman. That all of them had performed the services enumerated prior to the taking over of the Railroads taken over by the Government, and for a long time preceeding the taking over, and at the time the two supplements to your General Order No.27, was promulgated, they were still performing said services, yet he could find no written order from the official who represented the private owners of these Railroads, and to use his exact expression, as I remember it " I am resting on the technicality that is as weak as an eye-lash."

After, or about the time of my interview with Mr. Copeman the various Railroads above mentioned promulgated a General Oder which is an effect as follows. " To all concerned" effective at once. The duty of a passenger train porter who will assist in calling stations keeping coaches clean, assisting passengers on and off of trains, and help load and unload baggage and mail when necessary.

They will discontinue such work as they have heretofore been doing, that is required of other trainmen, such as throwing switches, flagging Railroad crossings, coupling and uncoupling cars, and etc.,

They will required to assist in moving, and applying the air hose; also assist in case of derailment, or other occurence of emergency."This you see is an attempt to evade the two supplements above mentioned, and although this bulletin had been issued they have under the emergency

clause of said order, been required to perform practically the same service, as every stop, other than the usual ordinary schedule stop is an emergency.

Recently the A & V Ralroad has place into effect the two supplements above referred to, but have not paid the men the back time. I understand that a majority of the Railroads in the United States have complied with your supplement No.16 and 12, but a few arbitrary ones refuse so to do, thereby discriminating against the employees performing these services, notwithstanding the fact that the Board established to hear & determine such matters upheld your supplement 16, to General Order No.27, as I have been informed decided this case in favor of the passenger train porters.

I therefore write you requesting you to see to it, that this General Order is put into effect, and that the clients that I represent receive their back time, and increase pay, and not further discriminate against.

Very Respectfully,

H. R. Ethridge

FK-H.

Under

E-55-11-A

February 13, 1920.

Mr. F. K. Ethridge, Atty.,
P.O. Box 434,
Meridian, Miss.

Dear Sir:

Referring to your letter of February 3rd addressed to the Director General, which was referred to the Division of Labor, and attaching letter dated January 6th, the original of which you state was sent some time ago, and of which I wish to inform you there is no record of receiving, either in the Director General's Department or in the Division of Labor.

For your information I am enclosing a copy of Supplement No. 26 to General Order No. 27, granting an increase to colored train porters, effective November 1st, 1919.

Relative to the question of back pay under Supplement No. 12, Mr. Coapman, as well as others, have consistently claimed that the colored train porters were not required to perform the duties outlined in the Supplement; and a short time ago this question was brought to the attention of the Director General, and we understand is now receiving the attention of his office, but we are unable to say how soon a determination will be made.

Very truly, yours,

H. P. Daugherty

Assistant Director.

11/as

T. K. Ethridge
ATTORNEY-AT-LAW
POSTOFFICE BOX 434
MERIDIAN, MISSISSIPPI

File E-38-11-A

Meridian, Miss.,
March 23rd, 1920.

OFFICE OF
DIRECTOR GENERAL
OF RAILROADS
DIVISION OF LABOR
MAR 25 1920
MAR 25 1920

Director General of Railroads,
Washington, D. C.

Attention Mr. H. P Dougherty

Dear Sir :-

Yours of the 13th, and I have delayed answering same until I could catch the various porters on the Roads mentioned, and have them sign the affadavit enclosed.

As you will note the Porters on the N.O.& N.E. who have completed their affadavit make oath that prior to the issuance of Bulletin on Sept. 23rd, 1919 they performed all of the services enumerated in supplement 12 to General Order 27 of the Director General, and had performed same regularly prior to that time.

They further make affadavit and state to me that under the emergency clause of this bulletin quoted they conti ued to perform the services enumerated in Supplement #12 to General Order #27 and for this reason are entitled to the rate as provided for in Supplement #16 to General Order #27.

As fast as I can secure signature of porters of the other roads, I will send their affadavit setting out same facts and I trust that Director General will give this matter his careful attention, as I feel and the Porters feel that they have been dis-criminated against.

E*P R Respectfully,

T. K. Ethridge

State of Mississippi

Lauderdale County.

Before me, F. K. Ethridge, a Notary Public in and for the City of Meridian, Mississippi, this day came Homer Dunn, Tom Page, Ike Allen, Bill Bufkin, ~~Sunt~~ Lewis Porter, Lindsey Porter, H. Kelly, and Albert McClinton, being all the train porters on the New Orleans and North Eastern, who on oath state that up to and prior to October 1st., 1919, they regularly performed all of the following services, to wit;

1st. Inspected cars and tested signals and brake apppsatus for the safety of train movements.

2nd. Used hand and lamp signals for the protection and movement of trains.

3rd. Opened and closed switches.

4th. Coupled and uncoupled cars and engines and the hose and chains attachments thereof. Compared watches as required by the rules and regulations.

That on or about September 23rd., 1919, a bulletin was issued in the following words, to wit;

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHERN RAILROAD.

HATTIESBURG, Miss. Sept. 23rd., 1919.

All Concerned.

Effective at once, the duties of Passenger Train Porters will consist of calling stations, keeping the coaches clean, assist passengers on and off trains, and help load and unload baggage and mail when necessary.

They will discontinue such work as they have heretofore been doing that is required of other trainmen, such as throwing switches, flagging railroad crossings, coupling and uncoupling cars, hose, e etc.

They will be required to assist in removing and applying air hose, also assist in case of derailment or other emergency occurrences.

R.C.REID.
SUPERINTENDENT.

Affiants further state on oath that since the issuance of said circular they have under the emergency clause thereof done and per-

formed all the services above enumerated and as provided for in supplement No. 12 to General Order No. 27 of the Director General of Railroads.

Homer Dunn

Tom Page

Bill Bufkins

Lindsey Porter

Lewis Porter

Richard Kelly
his mark

Alfred McGrender

Steallen

Sworn to and subscribed before me, the undersigned authority, this the 23 day of February 1920.

F. K. Ethridge
Notary Public

UNITED STATES RAILROAD ADMINISTRATION,
DIRECTOR GENERAL OF RAILROADS,
NEW ORLEANS & NORTHEASTERN RR,
OFFICE OF SUPERINTENDENT.

Hattiesburg, Miss. April 26th, 1919.

TO ALL CONCERNED:

The second quarter watch inspection is from May 1st to the 15th. we will begin mailing out watch inspections cards on the 30th instant so please be looking for yours and besure to get same and avoid having duplicates mailed out.

There are several Divisions that are still showing a better percentage of employees having their watches inspected than the N.O.&.N.E. Division, in the 1st quarter and we hope to make as good a showing as other Divisions during the second quarter.

We will issue another circular stating just what day and on what train the Watch Inspector will be on and when you receive this notice if you have failed to receive your watch inspection card notify this office at once and I will have duplicate card mailed you, if you should receive two watch inspections cards for the same quarter be sure to return the one you do not use for cancellation.

Do not present to Watch Inspector any cards Other than dated May 1st 1919.

Yours Truly,

R.C.Reid,
Superientendent.

J

April 1, 1920.

File E-38-11-A.

Mr. F. K. Ethridge, Atty.,
P. O. Box 434,
Meridian, Miss.

Dear Sir:-

This will acknowledge receipt of your letter of March 23rd addressed to the Director General, with regard to the claim of certain porters of the N. O. & N. E. Railroad that they have not received back pay under Supplement No. 12 to General Order No. 27.

We attach hereto copy of Circular No. 3 and Supplement No. 6 to General Order No. 27, and would request that an effort on the part of the employes be made to secure a joint submission regarding the desired adjustment and on receipt of such a statement in this office the matter will have further consideration.

Yours very truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

7-AW

E-38-11-a

L. CLYDE GOING
ATTORNEY AT LAW
~~BANK OF COMMERCE & TRUST BLDG~~
MEMPHIS, TENN.
1412-13 Exchange Bldg.

July 18, 1919.

DIVISION OF LABOR
JUL 21 1919

Director of Labor,
United States Railroad Administration,
Washington, D. C.

Dear Sir:

As counsel for the Colored Association of Railway Employes, I beg to inquire whether or not there has ever been an interpretation of supplement No.12, dated December 2, 1918 to General order No.27 of May 25, 1918, and if so, I would appreciate a copy of said Interpretation. If there has been none, then I beg further to inquire whether or not there has been a modification in any way of said supplement No.12.

This inquiry is made because of numerous complaints which has been filed with the Executive officers of said Association in which a number of railroads have been charged with refusing to comply with Supplement No.12 in the following particulars, to-wit:

Train porters, who by said order were designated as passenger brakeman or flagmen and who heretofore had performed the duties set forth in said supplement, have in some instances been required to deliver up their switch keys and lamps in order that the railroad company might avoid paying the wages set forth in supplement No.16 to general order No.27.

Awaiting your immediate reply, I beg to thank you in advance for same.

If this subject is not under your jurisdiction please forward same to the Board of Railroad wages and working conditions.

Yours very truly,

L. C. Going

LCG-vm

IN AND BEFORE THE DIVISION OF LABOR OF THE UNITED STATES RAILROAD ADMINISTRATION.

Colored Association of Railway Employees,
a Corporation

Petitioner.

vs.

Louisville & Nashville Railroad Company;
Southern Railway Company;
Illinois Central Railroad Company;
Yazoo & Mississippi Valley Railroad Company;
Mobile & Ohio Railroad Company;
St.Louis & San Francisco Railway Company;
Seaboard Airline Railway Company;
Norfolk Southern Railroad Company;
Nashville Chattanooga & St.Louis Railway Company;
Galveston Harrisburg & San Antonio Railway Company;
Missouri Kansas & Texas Railway Company;
New Orleans & North Eastern Railroad Company;
Gulf & Ship Island Railroad Company; and
Gulf Mobile & Northern Railroad Company

Defendants

COMPLAINT CHARGING THE DEFENDANTS WITH FAILURE TO COMPLY WITH AND ATTEMPTING TO EVADE THE PROVISIONS OF SUPPLEMENT NO.12 DATED DECEMBER 2, 1918, TO GENERAL ORDER NO.27 OF DATE MAY 25, 1918, MADE BY W. G. McADOO, DIRECTOR GENERAL OF RAILROADS.

TO THE HONORABLE W. S. CARTER, DIRECTOR OF THE DIVISION OF LABOR AND ALSO TO TO THE BOARD OF RAILROAD WAGES AND WORKING CONDITIONS, AND ALSO TO THE HONORABLE WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS OF THE UNITED STATES RAILROAD ADMINISTRATION OF AMERICA:

-1-

Comes the Colored Association of Railway Employes, a corporation organized, chartered and existing under and by

virtue of the laws of the State of Tennessee, and having its general offices and principle situs located in the City of Memphis in said State by and through J. H. Eiland, its President, and Andrew Flowers, its Secretary, and for its cause of complaint against the railroads named in the caption hereof, respectfully represents and says:

That said corporation has been created for the purpose, among other things, of rectifying and harmonizing differences between members of the association and their employers and to encourage amicable relations with such employers; that said association now has more than two thousand members in good standing in more than thirty-eight subordinate lodges located in the different cities and states in the Union; that all of said members are colored employes of railroads occupying the position of either switchmen, brakemen or train porters.

That the Grand Lodge of this order has been recognized by the various departments of the United States Railroad Administration at various and sundry times.

For complaint against the railroads named in the caption hereof, the Colored Association of Railway Employes states:

That all of said railroads were included and embraced in general order No. 27 concerning the wages of railroad employes issued by the United States Railroad Administration through W. G. McAdoo, its Director General on May 28, 1918, which order, among other things, provided in Section E. of Article 2, an increase in the wages of brakemen and flagmen and that said increase should be retroactive and as of January 1, 1918, and further provided that colored men employed as train

men should be paid the same rates of wages as are paid white men in the same capacity.

Thereafter, to-wit, on the 2nd day of December, 1918, said Administration promulgated supplement No.12 to general order No.27, which among other things, provided:

> "Employes in a passenger train crew qualified and regularly required to perform the following essential duties will be designated as passenger brakemen and flagmen and paid accordingly.
> (a) Inspect cars and test signals and freight apparutus for the safety of train movement.
> (b) Use hand and lamp signals for the protection and movement of trains.
> (c) Open and close switches.
> (d) Couple and uncouple cars and engines and the hose and chain attachments thereof.
> (e) Compare switches when required by railroads".

Effective January 1, 1919, said administration promulgated supplement No.16 to general order No.27, which among other things in Article 1 thereof, fixed the rates for trainmen on trains propelled by steam as follows:

> "Flagmen and brakemen per mile 2.66 cents, or $4.00 per day, or $120.00 per month."

The Colored Association of Railway Employes files this petition and complaint against the railroads named in the caption of this bill for and on behalf of train porters, who this petitioner alleges were by supplement No.12 to general order No.27 passenger brakemen or flagmen for the reason that they were at the time of the promulgation of general order No.27 and supplement No.12 of the same required to and did pefform the duties mentioned in Section 1 of Supplement No.12 so as to designate them as passenger brakemen or flagmen and that said colored train porters were then and are now in fact and in truth passenger brakemen or flagmen by reason of the qualifications and performance by them

of said duties, but notwithstanding this fact the railroads aforesaid have neglected and refused to pay to the colored train porters the salary provided in general order No.27 and Supplement No.12 required to be paid to passenger flagmen or brakemen.

Notwithstanding the fact that since January 1, 1919, the train porters have performed the duties of flagmen and brakemen as set forth in Section 1 of supplement No.12 to general order No. 27 and have been entitled to receive 2.66 per mile, or $4.00 per day, or $120.00 per month required by supplement No.16 to general order No.27 to be paid passenger flagmen or brakemen, all the railroad companies aforesaid have neglected and refused and still neglect and refuse to pay the same.

Some of the railroad companies aforesaid as an excuse for failing to comply with the orders aforesaid have notified train porters to deliver up their switch keys and hand and lamp signals, at the same time they are required by their superiors in charge of the trains to do the work mentioned in Section 1 in supplement No. 12 to general order No.27 which designates them as passenger flagmen or brakemen.

Premises considered, petitioner prays that the defendant railroad companies be notified of the pendency of this petition; that some date in the near future be fixed as the date upon which the same will be heard and that this petition be then referred to the Board of Railroad Wages and Working Conditions; that an interpretation of said order in view of the premises be made and given; that said Board recommend immediate payment of the back pay due train porters under the provisions of general order No.27 and supplement No.16 thereto, and that said order and recommenda-

tion be made effectual by proper process; that the Federal managers of said railroads be required to comply with said orders, and for all other proper relief to which it may appear entitled.

COLORED ASSOCIATION OF RAILWAY EMPLOYES

By L. C. Going
General Counsel.

STATE OF TENNESSEE

COUNTY OF SHELBY

I, J. H. Eiland, being duly sworn, state that I am the President of the Colored Association of Railway Employes, a corporation organized and existing under the laws of the State of Tennessee, and for and in its behalf I make this affidavit; that I have read the foregoing petition and the statements therein contained are true to the best of my knowledge and belief.

J. H. Eiland

Sworn to and subscribed before me this 28th day of July, 1919.

Verna K. Murphy
Notary Public.

E-38-11-1

July 23, 1919.

Mr. L. C. Going,
Attorney-at-Law,
1412-13 Exchange Bldg.,
Memphis, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of July 18th, addressed to the Director of Labor, and inquiring as to whether or not there has ever been an interpretation of Supplement No. 12.

No, there has never been such an interpretation. Should, however, any injustices in or misapplications of the wage orders arise, I would suggest that they try to adjust the matter personally with their superior officer of the railroad, and failing a personal settlement, that the matter be handled through their organization, if they belong to an association of railroad employes. Should they not belong to an employes' organization, then I would suggest that a joint statement of facts be prepared in accordance with Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employes and their representatives, as well as by the railroad officials, and forwarded to this office. On receipt of such statement in this office the matter will have prompt attention.

Form G-77. 2—8075

Yours truly,

J. A. Franklin

Enc.
7-RMB

FILE COPY

L. CLYDE GOING
ATTORNEY AT LAW
~~BANK OF COMMERCE & TRUST BLDG.~~
MEMPHIS, TENN.
1412-13 Exchange Bldg.

Regional Director of Railroads
REC'D
AUG 9
1919
ATLANTA

DIVISION OF LABOR.
JUL 31 1919

July 28, 1919.

Mr. J. A. Franklin,
Washington, D. C.
My Dear Sir:

File E-38-11-A

I thank you very much for your very courteous letter of the 18th and I note that there has been no interpretation or modification of supplement No.12 to general order No.27 in so far as it relates to train porters performing the duties of flagmen and brakemen.

I am handing you herewith formal charges brought by the Colored Association of Railway Employes, a corporation, of Memphis, Tennessee, with more than two thousand members in thirty-eight different subordinate lodges, against a number of railroads in which it charges that there has been an absolute failure to comply with supplement No.12 and No.16 to general order No.27 in so far as the same relates to train porters.

Our information has been that the Illinois Central Railroad Company for a while complied with this order and increased the salaries of train porters in accordance with the two supplements above mentioned, but that recently an order has been issued effective July 1, 1919, in which all train porters have been notified that their salaries would be reduced by taking from them the keys and lanterns, the remainder of railroads have wholly refused to comply with the order so far as train porters are concerned.

I assume that upon the filing of this complaint, the matter will be referred to the Board of Railwoad Wages and Working Conditions and I would like to have a hearing of the matter at as early date as possible.

Kindly acknowledge receipt of the enclosure and advise me when a committee of the association can be heard by that Board.

The question involved in this petition has been taken up by the association with a number of the railroads and they have declined to alter their attitude in the premises. I now propose to advise the management of each road of the filing of this petition to the end that the question at issue may be adjudicated by the proper authorities.

Thanking you again for your past courtesies and the prompt attention which I know you will give this matter, I am,

Yours very truly,

L. C. Going

LCG-VG

Aug. 7, 1919.

E-38-11-A

FILE

Mr. L. C. Going.
Attorney-at-law.
1412-13 Exchange Bldg.,
Memphis, Tenn.

Dear Sir:

This will acknowledge your letter of July 28th in which was enclosed formal charges brought by the Colored Association of Railway Employes of Memphis.

This matter will be investigated and you will be advised later.

Yours truly,

5-RB

J. A. Franklin

COPY

Form G-77

2--8075

Aug. 7, 1919.

R-38-11-A

Form G-77

2--8075

Mr. B. L. Winchell,
Regional Director,
U. S. R. R. Administration,
Atlanta, Ga.

Dear Sir:

Please note the attached papers in regard to application of Supplement 12 to train porters.

Will you please investigate the charges contained therein and advise disposition with return of papers?

Yours truly.

S-RB
encl.

FILE

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

SOUTHERN REGION

B. L. WINCHELL
REGIONAL DIRECTOR
A. R. SMITH
TRAFFIC ASSISTANT
J. T. KING
[redacted] OPERATING ASSISTANT

E-38-11-A

August 11th, 1919.

File -3.

HEALEY BUILDING
ATLANTA, GEORGIA

DIVISION OF LABOR.
AUG 30 1919

Mr. J. A. Franklin,
Assistant Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Referring to your letter of August 7th, file E-38-11-A, relative to application of Supplement 12 to colored passenger train porters. Enclosures are returned herewith.

I have noted the letters of Attorney Going, and also the formal charges of the Colored Association of Railway Employes. Both his statements and petition deal with the question of general spplication of Supplement 12, and give no specific reference on which an investigation could be made. It seems it is their desire that instructions be issued placing all passenger train porters under Supplement 12.

I also note Attorney Going refers to the instructions issued by the Illinois Central and other roads outlining the duties of their passenger train porters. These instructions are in accordance with the instructions of Director Tyler in his letter of April 7th, in which he advised in order to avoid improper claims under this rule, instructions limiting the duties of train porters on trains where white flagmen or white brakemen are employed should be issued so it will be clearly understood that the colored porter is not required to perform any of the duties of brakemen or flagmen.

The instructions issued by the roads referred to limiting the duties of train porters are also in accordance with instructions of the Director, Division of Operation, who advised "The Supplement plainly states it shall not curtail the duties of employes heretofore classed as train porters so that there should be no question about the employes continuing to perform the train porters' work, even though paid the brakemen's rate."

This question has been gone over with our Federal Managers several times, and they clearly understand if their porters are required to perform any of the duties outlined in Supplement 12, they are to be paid accordingly.

However, I do not see how an investigation could be made based on their general statements. You will note the petition names as defendant St.L.& S.F., G.H.&S.A. and M.K.&T. Railroads as well as Southern Region lines.

Yours truly,

B. J. Wrschen

Regional Director.

6F

L. CLYDE GOING
ATTORNEY AT LAW
1412-13 EXCHANGE BUILDING
MEMPHIS, TENN.

E-38-11-a

DIVISION OF LABOR.

August 12, 1919.

AUG 14 1919

Mr. J. A. Franklin,
Assistant Director Division of Labor,
United States Railroad Administration,
Washington, D. C.

My Dear Sir:

I thank you very much for your letter of the 7th acknowledging mine of the 28th. In reply to same, beg to advise that I shall be in Washington from the 18th to the 23rd inclusive and while there, desire to present the facts in relation to the petition of the Colored Association of Railway Employes heretofore filed with you, and I would thank you very much to arrange with the Board of Railroad Wages and Working Conditions to give me a hearing at some convenient time between the dates above mentioned, this month.

Trusting that I may soon have the pleasure of your personal acquaintance, and thanking you in advance for your kind consideration, I am,

Yours very truly,

L. C. Going

LCG-VG

August 29, 1919.

E-38-11-A

FILE COPY

Mr. L. C. Going,
Attorney at Law,
1412-13 Exchange Bldg.,
Memphis, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of August 12th, requesting that a hearing be arranged with the Board of Railroad Wages and Working Conditions with regard to certain facts you desire to present in relation to petition of the Colored Association of Railroad Employes.

I suggest that you communicate direct with Mr. A. O. Wharton, Chairman of that Board, whose address is Southern Railway Building, Washington, D. C., and arrange for such a hearing as you may desire.

Yours truly,

J. A. Franklin

7-ac

Form G-77.

2—8675

E-38-11-2

Sept. 4, 1919.

FILE

Mr. L. C. Going,
1412 Exchange Bldg.,
Memphis, Tenn.

Dear Sir:

With further reference to formal charges brought by the Colored Association of Railway Employees at Memphis, I had this matter up with the Federal Manager, and he states that he can not make an investigation, inasmuch as specific cases are not brought to his attention.

The proper order has been issued for application of trainmen's rates to parties performing trainmen's duties, this order is known as Supplement No. 12. As you know there is often a gap between the application of an order and the order itself, caused by either a misunderstanding on the part of those charged with the application of such order or possibly a rueful disregard of such position. In order to correct either one of these possibilities it is necessary to have definite information with regard to the specific case where an injustice has been worked, and for this reason I would suggest that if a joint statement is refused, a complete resume of the case be sent to me, giving details as to those duties performed, the run or runs on which these duties were performed, and the names of the officers who are chargeable with the responsibility of having instructed the men in question to perform the duties.

Form G-77

Yours very truly,

W. FRANKLIN

7-FD

E-38-11-A

Sept. 4, 1919.

FILE

Mr. B. L. Winchell,
Regional Director,
Southern Region,
Atlanta, Ga.

Dear Sir:

Please accept this as an acknowledgment and thanks for your letter of August 11th, in reference to the application of Supplement No. 12 to colored passenger train porters.

Yours very truly,

COPY

7-PD

Form G-77

2—8675

140982

E 38-11-a

L. CLYDE GOING
ATTORNEY AT LAW
1412-13 EXCHANGE BUILDING
MEMPHIS, TENN.

March 24, 1920.

OFFICE OF DIRECTOR GENERAL OF RAILROADS
MAR 29 1920

Mr. W. D. Hines,
Director General of Railroads,
Washington, D. C.

Dear Sir:

The status of the Colored employes in the transportation department of the railroads is in the same position it was prior to the delivery of the railroads to their owners on March 1st. Our Association had filed with you protests against the enforcement of certain rules or regulations enacted previously.

Our Association is composed of train porters, switchmen and brakemen. Heretofore train porters in addition to the duties suggested by the name of the position, were also required to keep switch keys and do the work of flagging trains from the front end and switching.

The colored men have also occupied the position of front or head brakemen on freight trains. The particular rule adopted by the railroad administration to which serious objection ought to and has been in justice and honor made is as follows:

> "When train or yard forces are reduced, the men involved will be displaced in the order of their seniority, regardless of color. When a vacancy occurs or new runs are created, the senior man will have preference in choice of run or vacancy, either as flagman or brakeman or switchman, except that negroes are not to be used as conductors, flagmen or baggage men. Negroes are not to be used as flagmen except that those now in service may be retained therein with their seniority rights. White men are not to be used as porters; no porters to have any train rights except where he may have established same by three months continually in freight service."

This rule was adopted by the Railroad Administration without any opportunity of discussing the issues involved or the rights of the colored men under it.

It is seemingly fair on its face, but a practical application of it has demonstrated thoroughly and completely that the colored man who has been in the service of the company for many years in the position of headend passenger brakeman or flagman may be displaced at any time by a white man inferior in service in that capacity, and also and with equal violence

L. CLYDE GOING
ATTORNEY AT LAW
1412-13 EXCHANGE BUILDING
MEMPHIS, TENN.

is done to the position of flagman and brakeman on freight train service.

The proposition involved in the foregoing rule suggested the right of the colored man to remove the white man from his position by claiming it, but this is impracticable because no colored man on any of the roads to which the foregoing rule applies would even dare exercise the right given to him under the rule for fear of his life and all that is near and dear to him, but on the other hand the white man is privileged to and does exercise that right when occasion presents itself.

Our contention is that irrespective of the wording of any statute or any law governing the employment of men to operate the transportation department, no just rule can be applied which will give to each of the races the same right for the reason that the colored man cannot and dare not demand his right under the rule or regulation.

We feel that certain positions heretofore occupied almost exclusively in the South by colored men engaged in the transportation department and for which they are peculiarly fitted should be assigned to them and we are willing that insofar as our race is concerned and the positions which we occupy that seniority rights should be established and maintained, but we know and realize from a practical application of the above rule when the race question is not considered, that the colored man, although competent, qualified and with years of service in the same capacity, has been discharged without any right on earth except the exercise of the right given under the seniority rule heretofore mentioned.

We want an opportunity to present this question and questions incident to it to you because this question is one that was not determined before the railroads were passed to the private owners. We make this request because, first Mr. Winchell, Regional Director, representing the territory involved, advised us about January 20th, 1920, that as soon as the railroads were turned back to the owner, the rule established by the government during the war would not be effectual and that other laws would be inaugurated for the just protection of all employes.

We relied implicitly upon this representation and would not address you now, except for the fact that the President of the Illinois Central Railroad by letter of March 19, 1920 advised us that the company had taken back the railroads

L. CLYDE GOING
ATTORNEY AT LAW
1412-13 EXCHANGE BUILDING
MEMPHIS, TENN.

burdened with the rule which had been established and therefore could not enlarge, modify or displace it.

In view of these considerations, the only avenue through which we can escape from such an unjust and unfair discrimination as to cause a general and united dissatisfaction is the appeal which we now make to you.

What we want is a hearing and a fair one and we think you will give it and we know you would if you understood the real situation.

Won't you please advise us whether or not you will give us a hearing on this very, very important question and in the meantime we will be under many obligations and thank you.

Yours very truly,

L. C. Going

LCG-VG

140982

March 29, 1920.

Dear Sir:

This will acknowledge receipt of your letter of the 24th inst. to the Director General regarding the grievance of the colored trainmen.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. L. Clyde Going,
1412-13 Exchange Bldg.,
Memphis, Tenn.

Y"W

April 1, 1920.

File E-38-11-A.

Mr. L. Clyde Going,
1412-13 Exchange Building,
Memphis, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of March 24th, calling attention to certain rule with regard to the filling of vacancies in train service, or reduction in a force as it affects colored employes.

When the railroads were returned to private ownership March 1st, 1920, such authority as the Director General had by which hours of service, rates of pay and working conditions could be modified was abrogated, and neither he nor his assistants are now in a position to cause any modifications in existing schedules or wage orders.

The Transportation Act provided for the return of railroads under Government control to private ownership and for the creation of a railroad board; that board to consider such changes as may be desired by railroad employes. As soon as its membership has been selected and the Board is in operation, we would suggest that if your clients are still of the same mind they were when you wrote Mr. Hines on March 24th, you take up their case with that board.

Very truly yours,

C. S. Lake
J. A. Fr[illegible]
Assistants to Director General

By .....

7-McN

116685

October 9, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of October 6th in reference to the adjustment of your wages as brakeman for the Missouri Pacific Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John Mitchell,
Monroe, ~~Florida~~
La.

Y:MC

FILE

E-38-11-A

October Sixteenth,
Nineteen Nineteen.

Mr. John Mitchell,
Monroe, ~~Mon.~~ La

Dear Sir:

Referring to your letter of October 6th addressed to Mr. W. D. Hines, Director General, which was referred to the Division of Labor -- in reference to the adjustment of your wages as brakeman for the Missouri Pacific Railroad.

Your letter does not indicate that you have taken this matter up with the officers of the railroad in an endeavor to effect a settlement locally, in accordance with Circular No. 3, copy attached, and I would, therefore suggest that you do so; and failing in this, request the management to join you in submitting same to the Division of Labor, in accordance with Supplement No. 6 to General Order No. 27, copy also attached.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

ll/az

Form G-77

—8675

123383

DIVISION OF RAILROADS

E 38.2

E 38-11-a

DIVISION OF LABOR.

NOV 7 1919

Monroe La
Nov th 1919

Mr W. D. Hines. Director General
Washington D.C

NOV 7 1919

Dear Sir i Went to the time
Keeper on the M.C.P.R.Y.Co
here in monroe La
to See him a Bout the
matter and he Told me
That $71.50 an a month
Was all they Pays
on the M.C.P.R.R.Y from
Monroe La to Watches Miss
112 miles Run and a Round
Trip Ever Two Days
go Down one Day come Back
the next Day and the third 3
Day a Round Trip and
ever Some Extra track

(9)

14 miles of Extra Road Which
is 238 miles and
Two $2.36 Cent 1 Per Day
is all he said they Paid
the Brakeman on
train no 803-804-805 and 806
on the M.O.P.R.Y.Co
Passinger train Between
Monroe La an Natchez miss
i went to the time Keeper
at Monroe La and had ~~at~~
a talk With him
and i Referring
~~Mr~~ A.R. Taylor Superintendent
~~at Monroe~~ the
a letter a Bout matter
at monroe La the
first of October But
never got any ~~answer~~

(3)

ar Bout the matter
and then i Referring
mr W.E. Brooks. Superintendent
a Letter a Bout the matter
at, Little Rock ARK
here is the Letter
mr W.E. Brooks ancer
to my Letter
then i Referring to
mr J.F. murphy
General manager
a Letter ar Bout the
matter the first of
Oct 10-5-1919
But i has not Recieved
any ancer from
him yet So i Wish
you would take
the matter up for

(4)

mr Please i has all
Redy taken
supplement no 6 - to
general ~~orderal~~
order no 27 up
to all of my
officers But they
Will no give me
any Satisfation
a Bout the matter
and Will not Pay
the Brakeman $2.00 per
100 hundred on that Branch
Rail Road they Payes it on
all Rest of the Road
yours Very truly
John mitchell
816 Clypso St
Monreal La

(5)

They Payes the
Flagman $2.66
Per 100 hundred
and Payes the
Brakeman ~~2.2~~ two
$2.36 cent Per Day
the Brakeman
handles Baggage
and Express
flag Rail Road Crossing
handles Switches
Pick up and set out
Extra Cars When handle
on Passinger train
and See after his Passinger
Discharg and Receiving
his Passinger the
flagman has nothing to Do

FORM 5066

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHWESTERN REGION
MISSOURI PACIFIC RAILROAD
MEMPHIS, DALLAS & GULF RAILROAD

W. E. BROOKS,
GENERAL SUPERINTENDENT.

Little Rock, Ark. Oct. 7, 1919

71588

Mr. John Mitchell,
Porter, Mo. Pac. RR/.
Monroe, La.

Sir:-

Yours of the 5th in regard to rate of pay as porter on trains 803, 804, 805, 806, recieved.

I have referred this letter to Mr. A. R. Taylor, Superintendent, Monroe, La. and would suggest that you see him and he will advise you concerning your rate of pay.

W E Brooks

1:3565

November 7, 1919.

Dear Sir:

Permit me to acknowledge for the Director General your letter of November 4th, with enclosure, in reference to your rate of pay as Train Porter for the Missouri Pacific Railroad.

Your letter with attachment is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. John Mitchell,
#816 Clymo Street,
Monroe, La.

Y*L

E-38-11-A

December 1, 1919.

Mr. A. Robertson, Federal Manager,
Missouri Pacific Railroad,
St. Louis, Mo.

Dear Sir:

The Director General is in receipt of a letter from Mr. John Mitchell, 816 Olympo St., Monroe, La., stating that train porters between Monroe and Midalia, Louisiana are performing the duties of passenger brakemen but are not receiving compensation as such; and also claiming that the Missouri Pacific are paying the porters in accordance with Supplement No. 12 all over the system, except the branch above mentioned, and he feels that they are entitled to the same rate of pay, together with back pay.

Will you kingly investigate this claim and advise me at your earliest convenience what action will be taken.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/az

Cc to Mr. B. F. Bush,
Regional Director.

E-38-11-A

November 1, 1919.

Mr. John Mitchell,
Porter, Mo. Pac. Railroad,
Monroe, La.

Dear Sir:

Referring to your letter of November 7th addressed to the Director General, which has been referred to the Division of Labor, relative to your rate of pay for services as porter on the Missouri Pacific Railroad.

Please be advised I am taking this question up with the Federal Manager, and as soon as I have heard from him you will be advised further.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/as

page (1)

E-38-11-a

DIVISION OF LABOR

Monroe La Dec th 12-4-19

Mr. K. J. Daugherty
assistant Director

Dear Sir i Received your
letter of Dec th 1- 1919
and was very Glad to
no you has taken the
matter up to the
~~th~~ Federal manager and
i hope we will Receive the
Pay that you Granted us
January th-1-1-1919
Supplement no 16 to General
order no 27
I Plainly said the
Flagman and Brakeman
would Receive the ammount of
$2.66 ~~P~~ Per hundred miles
and $4.00 Per Day for Pay

DEC 9 1919

in Passinger Service
article 1 - Rates Pay
on train no 803-804-805 and 806
from Monroe La to
Natchez Mississippi
112 miles we goes Down
one Day come Back the next
Day and the third 3 Day we
make a Round trip and
goes over Extra track which
make (Bad) 240 miles Per
Day and on Duty from 14
to 16 hars on that Day
and Receive only $2.36 Per Day
that on the
Missouri Pacific R.R.
if you will Please have the
Missouri Pacific to Pay
Pay if Before th 1-1-1920
and Pay they Back time
from January th 1-1-1919

this is the work we have
to Do on train no-803-804-805
and 806
handle Baggage
Express
floging Rail Road Crossing
Switches
Discharging Passingers
Receiving Passingers
Switching the train on the transfere
Boat and Pulling the train
of the Boat at Natchez miss
where transfere Crass
Mississippi River
this is the work the flagman
Receive and Discharge his Passinger
and help the Conductor Boss
the Brakeman which they Colls
the train Porter in this Country
and if the flagman feel lik
going out to flag a nother

train in case of accidence
on the Road he will go and
if he Dont feel Like going
out to flag he will make the
train porter go that why
i contain in after you
to make the Missouri Pacific R.R.
Co Pay the Brakeman the
same Pay the flagman Recives

your Very Truly

John Mitchell
416 Clypso St
Monroe La
Brakeman
M.P. R.Y

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SOUTHWESTERN REGION

A. ROBERTSON,
FEDERAL MANAGER.

MISSOURI PACIFIC RAILROAD
MEMPHIS, DALLAS & GULF RAILROAD
ARKANSAS CENTRAL RAILROAD
NATCHEZ & SOUTHERN RAILROAD
NATCHEZ & LOUISIANA RAILROAD TRANSFER
COAL BELT ELECTRIC RAILROAD

RAILWAY EXCHANGE BLDG.
ST. LOUIS, MO.

January 6, 1920.

DIVISION OF LABOR.
C.R. 63677

Mr. H. P. Daugherty,
Assistant Director,
Division of Labor,
Washington, D. C.

Dear Sir:

JAN 9 1920

Replying to your letter of December 1st, file E-38-11-A, with reference to complaint of Train Porter, John Mitchell, 816 Clypso Street, Monroe, Louisiana:

Investigation indicates that Mr. Mitchell was employed strictly as a train porter and did not perform any duties as brakeman. He is therefore not entitled to the brakeman's rate of pay.

As a matter of information, I might add that after having worked with a number of conductors it was necessary on November 2nd to dismiss Mr. Mitchell on account of carelessness and incompetency.

Yours truly,

A Robertson
Federal Manager.

E-38-11-A

January 14, 1920.

Mr. John Mitchell,
816 Clypso St.,
Monroe, Louisiana.

Dear Sir:

Referring to my letter of December 1st relative to your rate of pay for services as porter on the Missouri Pacific Railroad.

As stated to you, this question was taken up with the Federal Manager for investigation, and he advises that you were employed strictly as a train porter and did not perform any duties as brakeman, and that you are, therefore, not entitled to the brakeman's rate of pay.

He also adds that after having worked with a number of conductors, it was necessary on November 2nd to dismiss you on account of carelessness and incompetency.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

January 13, 1920.

Mr. A. Robertson, Federal Manager,
Missouri Pacific Railroad,
St. Louis, Mo.

Dear Sir:

I wish to acknowledge receipt of, and thank you for your letter of the 6th inst., your file Q-R-63677, with reference to complaint of Train Porter John Mitchell, 816 Clypso Street, Monroe, Louisiana.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

134657

Henrietta
Jan th 25 1920

Mr W. D. Hines
Director General of RR
Washington D.C

Dear Sir Referring to your letter
of Jan th 14 - 1920
Conserning of my Rates
of Pay as Brakeman
on the Missouri Pacific R.R
Mr. Hines you See that i
has Prove to you that i was
Emplayed as Brakeman
on the Missouri Pacific R.R
i has Prove it to you By they
own type Writing and in
ener other way that you
has asked me
Mr Hines they has got
three 3 Brakeman acting as
train Parters now

BUREAU OF LABOR.
JAN 28 1920
JAN 29 1920

on train no 803-804-805 and 806
Between monroe La and
Natchez miss they are
working for two $2.36 Dollars
36 Cent per Day no over time
they are afred to ask for any
moare they think they will
get Discharge if they Does
Mr Hines i will tell ya
the truth they hasnat Employed
But one train Porter on the
~~the~~ Missouri Pacific R.R
Since i Ben in the train
Service of the missouri pacific
R.R. and that was
Bob. Dawson and he
never work But one month
and two weeks he said it
was the hardest Job
train Porter he had ever
had so he Rezined

he is Brakeman on the
V.S.&P.R.R.Co
mr Hines i will tell you
Jest What the train porter has
to Do When on Duties on
train no 803-804-805 and 806
~~Bett~~ Between monroe La
and Natchez miss he
has to Load Bagage
un ~~Load~~ Load Bagage
Load Express
un Load Express
Carry switch Key
un Lock switches
to head in when meeting
other trains flag Rail Road crossing
Switching train on and off
the transfere Boat at
Vidalia La transfering cross
mississippi to natchez miss
and Receiving and Discharging

his Passingers and in sitting
them on and of
Mr hines if you Dont
Beline me you come and see
for your self are send
me a letter asking for
a number of names
to Be Signet to it i will get
~~Pretty~~ yely ever name
i sent you on that List
of Colored Brakeman
Mr Hines will you Please
send me that Discharge letter
and List of Colored Brakeman
of mine i sent you for Proof
of my Braking qurlity
Send it a wonce if you Please
i want it for another Perpice
yours very truly
John Mitchell
816 Clypse St
monroe La

E-38-11-A

February 13, 1920.

Mr. John Mitchell,
816 Clypso St.,
Monroe, La.

Dear Sir:

Referring to your letter of January 25th addressed to the Director General, which was referred to the Division of Labor, relative to colored train porters.

As per your request I am returning herewith letter addressed to you by Superintendent A. H. Taylor under date of December 19, 1919, relative to your dismissal, also seniority list of colored brakemen on the Louisiana Division, corrected as of July 1, 1919.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

E 3 8 - 11 - 4 137198

EP.

DIVISION OF LABOR

FEB 18 1920

Monroe La
Feb th 2-11-20

FEB 14 1920

Mr. W. D. Hines
Washington. D.C —

Dear Sir will you Please Return the Discharge Letter and the Correct Seniority List of Colored Brakeman of the Monroe District Louisiana Division i want Both of thos Letters for a Bisness matter Rat a way the Reson i Sent them to you to Prove to you that i am intitle to Jest what i ask you to insist me in and help me all you can mr Hines if you Dant

Letter & Seniority List forwarded 2/13/20

help me i am Jest
Blawed up You see haw
they Done me heay Last
november they Pull me off
from my Work november th 2-1919
and never notiefied me that
i was Discharg untell
December th 19-1919 there was
farty 47 Streight Days i was
walking a Round i could
of Ben working Euer Day
if they had of Let me no
and then they ar not Willing
to Pay me one Cent for
the time i Last they got
mad with me Because i
ask them haw come they

Didnot Pay the Brakeman $2.66
Per hundred 100 Like They
Payed the Flagman they Payed
the Flagman $2.66 per 100 miles
and Pay the Brakeman $2.36 Per
Day and no over Time
Mr Hines you no that is not
Rite they have Sevel Brakeman
acting as train Porters
on Passinger train no
803 - 804 - 805 and 806 Between
monroe La Natchez miss
for $2.36 Per Day and fred to say
any thing a Bout it yours
Very truly
John Mitchell
816 Clypso St

Page (1) 133762

2-28-1920

DIVISION OF LABOR.

JAN 22 1920

Thomas La

Jan th 20 - 1920

Mr W.D. Hines

Director General of Rail Roads

Washington D.C

JAN 23 1920

Dear Sir Referring to your
Letter of January th 14 - 1920
Saying the
federal manager said i
was Employed Strictly
as a train Porter and Did not
Perform any Duties as
Brakeman

Mr. W.D. Hines if i tell you
the truth will you Beline it i
was Strictly Employed
to the missouri Pacific Rail Road
Co as Brakeman if you Dont
Beline me will you Please

Come Down hear unmain
to mr. A.K. Taylor Local Supt
at monroe La
and mr. W.E. Brooks General Supt
at Little Rock Ark
and mr. A. Robertson
federal manager at
St Louis mo
and J f murphy
general manager
at St Louis mo if
you come will you please
come to monroe La first
and go up to the missouri Pacific
Rail Road office the first thing
and coll for the apicals Blanks
of Employed Brakemans
on the Louisiana Dimison
of the missouri Pacific Rail Road

you will find my apical Blank
Employed as Brakeman
Mr. W.D. Hines
hear is the correct Seniority
List of Colored Brakeman
on the Louisiana Division
of the Missouri Pacific R.R. Co
Mr. W.D. Hines here is a Letter
that Mr. A.R. Taylor Supt at
Monroe La Sent me on the 19 of
Dec 1919 Prove to you that i was
Employed as Brakeman notice
on the Secon List no 63 is my
name Mr W D Hines will you Please
Send this Seniority List and
Letter Back to me Soon as you
Can for i will need them Jest as
Soon as you Can Return them yours very
John Mitchell
816 Clespso St

Page (4)

Mr. W. D. Hines i want you to
investigation this case for me i was
taken out of train Service november th 2-1919
By Mr. J. R. gilhula train master and was
not notified By Mr. A. R. taylor Supt
untill Dec th 19-1919 — i was out of
Service 47 Streight Days Be four
they noified me then they never payed me
not one cent for the last time walking
a Round Will you Please insist me in the
matter Please i have Prove Everey thing
to you By they own typeriting and hand writing

John Mitchell 116 Clypso St

140716

E 38 11a

MAR 23

Monroe La
March 21-1920

Mr W. D. Hines D. G. of L.
Washington D.C

Dear Sir Referring to your
Letter of Feb th 13-1920
i would like to hear from
you as soon as you
can get a hearing from
Labor Relative
Division of Labor
i am wating ~~for~~ on you ~~for~~
mr. Hines to get a Back
time Pay Check for me
amount to forty four $44.00
Dollars on account of
working on Passinger Train
Twenty (26) Days and Recieved only
$233½ two and thirty three and ½ Cent

DIVISION OF LABOR.

MAR 24 1920

(2)

Per Day and only Recieved
~~$~~ Sixty and fourty cent $60.40
for Running over 3920 miles
of track according to your
Supplement no 16 to general
order no 27
Effective January th 1-1919
i should of Recieved amount
of Two $2.66 Per hundred 100
miles and four $4.00 Per
Day and over time your order
Said the flagman and Brakeman
would Recieve $2.66 Per 100 and
four Dallars Per Day and over
time mr Hines i got Discharge
on account of trying to live
up to your orders So that why
i continue to write to you asking

you to help me get my
Back Pay from the missouri
Pacific Rail way co
on to your instructions
i no i am intill to it
whether i ever gets it
for when i ~~was~~ first indered
this Company of the
missouri Pacific Rail way co
i was Employed here ~~as~~
Strictly as ~~for~~ a Brakeman
for freight train Service only
there fourth i continue to
want Brakeman Pay write
soon and let me hear from
you yours Very truly
John Mitchell
816 Clypso St

Mr Hines i has taken
this matter ~~of~~ up the Prop
way that why i continue
for you to help me in Ever
way you can i first taken
this matter up to
mr. A.R. Taylor - Supt at
monroe La
then to mr. W.E. Brooks. - gen. Supt
at Little Rock ARK
then taken ~~to~~ it to
mr J. F. Murphy gen man
at St Louis mo
the taken it to
mr A Robertson
fel manager
at St Louis mo
the taken it to you mr Hines
John mitchel

March 31, 1920.

E-38-11-a

Mr. John Mitchell,
816 Clypse Street,
Monroe, La.

Dear Sir:

This will acknowledge receipt of your letter of March 21, addressed to the Director General, with further reference to the rate of pay you should have received as train porter on the Missouri Pacific Railroad.

Under date of January 14, you were advised that our investigation had proved you were employed solely as a train porter and did not perform any duties as brakeman.

What can you produce in the way of statements from your conductors or other train or railway employees showing that you actually did perform the services which you claim you rendered?

Yours truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

7-GM

EMMETT W. BAGBY
ARTHUR Y. MARTIN

PRACTICE IN STATE AND
UNITED STATES COURTS

BAGBY & MARTIN
ATTORNEYS AT LAW
PADUCAH, KY.

Feb. 18, 1920.

E 38-11 a

MAR 22 1920

Division of Labor,
U. S. Railroad Administration,
Washington, D. C.

Gentlemen:

Please refer to my letter of the 3rd inst., addressed to the Director General, with reference to the claim of George Hollowell, porter, N.C.&St.L.R.R., and furnish information at once, and oblige. We are informed by the Director General that this letter was referred to you for immediate attention.

Hoping to hear from you promptly,

Yours truly,

A Y Martin.
Atty.

AYM/WMB.

139411

EMMETT W. BAGBY
ARTHUR Y. MARTIN

PRACTICE IN STATE AND
UNITED STATES COURTS

BAGBY & MARTIN
ATTORNEYS AT LAW
PADUCAH, KY.

E-38-11a

March 3, 1920.

DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR

MAR 5 1920

MAR 6 1920

Walker D. Hines, Director General,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:

Enclosed herewith find copy of letter to W. J. Hills, Supt., N. C. & St. L. Railroad Company, Paducah, Ky., which is self-explanatory. Will you kindly furnish me with copy of bulletin showing rating of porter on railroads and the effective date of same, with such other information as may be necessary to determine the amount of back pay to which this man is entitled for continued service during the period of Government control.

Your prompt attention to this matter will be appreciated.

Yours truly,

Arthur Y. Martin

AYM/WMB.

March 3, 1920.

W. J. Hills, Supt.,
N. C. & St. L. R. R. Co.,
Paducah, Ky.

Dear Sir:

There has been placed in my hands for collection a claim against the N. C. & St. L. Railroad in favor of George Hollowell, who serves in the capacity of porter, Paducah & Memphis division, N. C. & St. L. R. R. Company, in which capacity he has served continuously for several years, and long prior to the time of Government control of railroads. During all the time of Government control, he has received only $60.00 per month up until February 1, 1920, when he received a raise of $25.00, with the assurance during all of said time that the increase in wages which had been awarded by order of the Director General of railroads would be paid so as to cover the entire period of service dating back to May 24, 1917. However he has received on such back wages only $56.08.

It appears that the original order placed the position in question on a basis with brakemen at $120.00 per month, and if such is the case, there is now due and owing to this man for back wages, less the amount received, $1050.00. I have not yet had an opportunity to verify the increase to which under the General Order this man is entitled, but you have this matter in such familiar use as to be able to determine at once. Therefore I am forwarding letter before making investigation, with the request that you advise me with reference to the matter and with reference to prompt settlement of claim.

Yours very truly,

AYM/WMB.

Copy to Walker D. Hines,
Director General of Railroads.

139411

March 5, 1920.

Dear Sir:

This will acknowledge receipt of your letter of March 3rd to the Director General, with enclosure, regarding the back pay claim of George Maliwell, Porter, employed by the Nashville, Chattanooga & St. Louis Railroad.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Arthur Y. Martin,
Paducah, Ky.

Y.R.

141379

EMMETT W. BAGBY
ARTHUR Y. MARTIN

PRACTICE IN STATE AND UNITED STATES COURTS

BAGBY & MARTIN
ATTORNEYS AT LAW
PADUCAH, KY.

April 2, 1920.

APR 5 1920

E 38 11-a

APR 5 1920

Hon. Walker D. Hines,
Director General of Railroads,
U. S. Railroad Administration,
Washington, D. C.

Dear Sir:

I wrote you on March 3rd, which you advised had been referred to the Division of Labor for attention, and on March 11th I called attention of said Department to the matter, and never received any reply.

Will you do me the kindness to advise wages of Train Porters as fixed under General Order 27 and all amendments and interpretations thereto. This information is desired in order to ascertain the true status of the wage claim of George Hollowell, Porter, N.C.&St.L.Railroad, Paducah, Ky. Shall be glad to have you enclose pamphlet copies of the order and interpretations referred to.

Yours very truly,

Arthur Y. Martin

AYM/WMB.

April 1, 1920.

E-36-11-A

Mr. Arthur V. Martin,
c/o Ragby and Martin,
Attorneys at Law,
Paducah, Kentucky.

Dear Sir:

Referring to your letter of March 3d, addressed to the Director General, with which you attached copy of a letter to W. J. Hills, Superintendent, N. C. & St. L. Railroad, Paducah, Kentucky, relative to the claim of George Hollowell, porter, for back pay.

As per your request we are attaching hereto a copy of General Order Number 27, which provided the initial increase for train porters from January 1st, 1918 and also a copy of Supplement Number 26 to General Order Number 27, which provided an increase for porters, effective November 1st, 1919. We are also enclosing a copy of Supplement Number 12 to General Order Number 27, which stipulates that porters qualified and regularly required to perform duties outlined therein, will be designated as passenger brakemen or flagmen and paid accordingly.

If this man feels that he comes within the provisions of Supplement Number 12, we would suggest that he take the question up with the officials of the railroad in an endeavor to effect an adjustment. Failing in this, if is required to perform brakemen's duties, we would suggest that the matter be taken up with the committee of the trainmen's organization which holds the contract under which he is working and give them an opportunity to adjust same with the management in the regular way.

Yours very truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

11-MJ

E 38-11-a

No. 8

TO WHOM IT MAY CONCERN:

We, the undersigned know Frank Scales. and know that he has been and does work as porter Knoxville Div. Southern Railway Company, performing the following duties: Assisting passengers, handling baggage, keeping coaches clean, picking up and setting out cars, opening and closing switches, coaling and bracing hot boxes etc.

C. A. Davis.
J. L. Hunter
J. E. Cochran. Ex mess
M. F. Driskill B.M.
Jas. Jackson. fireman
J. T. Berry
Cpt

DIVISION OF LABOR.

MAR 5 1920

the name of heabe will be resdint
C a Davis to 1515 Magnolia Ave
~~H D Jones 1929 Magnolia Ave~~
at Knoxville Tenn

My address R F D 12 box 292a

Frank Scales

March 31, 1920.

File E-38-11-A.

Mr. Frank Scales,
R.F.D. 12, Box 292A,
Knoxville, Tenn.

Dear Sir:

This will acknowledge receipt of communication signed by Messrs. Davis, Driskill, and others, testifying to the fact that you are employed as a porter, Knoxville Division of the Southern Railroad.

It is not clear from the communication we have received just what the purpose was in forwarding, and we would suggest that you talk to some friend who may be able to write a good clear letter, explaining to him just what you have in mind, and on receipt of that information we will be able to advise you to better advantage.

Very truly yours,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

7-McN

E 30-11-a

Knoxville Tenn

April 6. 1920

APR 7 1920

"LONG MAY SHE WAVE"

Mr H. H. Rust

Dear Sir

If you remember in Article VI (Six), of General Order No 27. and retroactive to June 1. 1918. it is ordered. Employees in a passenger train crew, except conductor collector and baggagemaster qualified and regularly required to perform the following essential duties, will be designated as. passenger brakemen or flagmen and paid accordingly

II

(a) Inspect cars and test signal and brake apparatus for the safety of train movement.

(b) Use hand and lamp signal for the protection and movement of train.

(c) Open and close switches.

(d) Couple and uncouple cars and engines and the hose and chain attachments thereof.

(e) Compare watches when required by rule.

2. Where white brakemen are not employed the compensation and

overtime rule for colored brakemen shall be the same for both passenger and freight service, as for the same positions on the minimum paid contiguous road,

3 This order shall not curtail the duties of employes heretofore ~~cal~~ classed as train porters

4 This order shall not infringe upon the seniority rights of white trainmen.

Now Gentlemen I am only writing to get what the United States Railroad Administration

IV

has promised under W. G. McAdoo Director General of Railroad.

You asked me to send a statement sign by my crew. that I was performing these duties call for, which you have acknowledge. The only thing I am asking for is for the time given under Supplement No. 11 to General order No. 27,

The address of the trainment I am giving for the reason you may desire to communicate with them

IV

Conductor
Charles Davis
1613 Magnolia ave
Knoxville
Tenn,

Flagman
J. D. Jones.
1920 Magnolia ave
Knoxville
Tenn,

Baggage Master.
M. F. Driskle
1624 Jefferson ave
Knoxville
Tenn.

Engineer
J. T. Berry.
206 E. Boxton ave
Knoxville
Tenn.

VI

Now, we perform this duty from June 1. 1918 to Mar 1. 1920.

The railroad officals tried curtail our duties in July 23, 1919. but Conductor Davis told me to go on did just as I had been doing flaging and throwing switches and giving signal. uncampling and campling engines and keping the train clean,

Now I think this is plain.

Sign.

Frank Scales
R.F.D 12. Box 2929
Knoxville
Tenn.

April 13, 1920.

E 38-11- R

Mr. Frank Scales,
R. F. D. 12, Box 292 A,
Knoxville, Tennessee.

Dear Sir:

This will acknowledge receipt of your letter of April 6th claiming that you have been performing passenger brakeman and flagman's duties but have not been paid in accordance with the wage orders.

We attach hereto copy of Supplement No. 12 to General Order No. 27 and would suggest if there has been any failure on the part of the railroad employing you to compensate you in accordance therewith, you handle your case as per Circular No. 3 and Supplement No. 6, copies attached, that is taking up with local Grievance Committee representing the class of service you state you performed.

Very truly yours,

7-GM

E.3 11-a

130766

Colored Association of Railway Employees

GRAND LODGE HEADQUARTERS
27 W. JACKSON MOUND, MEMPHIS, TENN.

DIVISION OF LABOR.

J. H. EILAND
GRAND PRESIDENT

A. B. SMITH
LOCAL PRESIDENT

G. MACK
VICE PRESIDENT

A. FLOWERS
GRAND SECRETARY

H. HALL
LOCAL SECRETARY

H. HART
REC. SECRETARY

BATON ROUGE LODGE NO. 8

BATON ROUGE, LA.

12.26.1919

OFFICIALS

MR.A.H.EAGON.GEN.SUPTY.&.M.V.
MR .L.A.DOWNS. ASST.GEN.MANGR.
MR.E.A.CLIFF.GEN.MANGR.

MRW.D.HINES .
DIRECTOR.GENGR RR
WASHINTON D.C.

DEC 30 1919

DEC 30 1919

HON GENTLMANS.WE the undersigned colerad train mens of the Y.&.M.V.on the New Orleans Div .are compellt o bring to you all the critical condetions that we are being confronted with.on June the first we appointed A.B.SMITH as our GREV. with the men on this div and has been at times used on said bussiness and at times we did not take up several th ingson acount of tryeing to get along with our local officials yet we has never received the proper treetment that wa feel that the officials and Goverment entende that we should ge t and and at this criticel time we appointed our man to investigate some things that would benefit our men in becoming morer

famelior with the rulleing of the CO. in haveing better understandeing with our local officials .as it has been that have had no colerad men employed to protect the work alouded to us .and we all who agread to should at any of our men be absence from th s yard as switchman we (6)men who are off with eight hours)rest will protect the jobs that would be vackrence in June 191 our Grev man was offon GREV with gen grev. committee at Memphis before the Gen.Supt. and when he returned he was held off by the G.Y.M.R.E.PRULER of this place and lost 23 dayes decause he served on comittee on the 18 .17.19.we rec a telegram from our committee to have our committee to appear at the Grand Lodge office 12.21st.19 and we all agread to protect all jobs dureing the time it woud take him to atend to this bussiness after him being instruc-ted by the G.Y.M. that he would have to get and extra man and we in person the extra man hand write that he would protec the job and with several men showeing up after their rest being up and all jobs being takeing cair of that no man would not hav-e.to make 16 hours and on his return he was informed by the G.Y.M. that he shall not work here any morer we want know if we has the rights to have a man to take up our trouble and if so we ask you Gent's tha t this man be back on his job and giveing him authareties to take up our greviances as long as we look out far the CO. intress in not haveing the jobs delayed and costeing the co. any extra expences. you will all so find some true facts that has occurred on this that we do know that the CO. are not in favor of in treeting with the colerar train mens & yard men especialy on this Div we ask that this matter be taken up at once
we thank you all in advance yours respectfully
COMMITTEE. H.BROOK S. H.HALL. Joe Chaterman
A.B.SMITHPress .&.GR EV.COMMITT E.

130766.

December 30, 1919.

Dear Sir:

This will acknowledge receipt of letter of the 26th instant signed by yourself and others, protesting against the treatment accorded the colored train men by officials of the Yazoo and Mississippi Valley Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. A. B. Smith,
Colored Association of Railway Employees,
27 W. Jackson Mound,
Memphis, Tenn.

C-AN

R-38-11-a

January 6, 1920.

Mr. A. B. Smith, President,
Colored Association of Railroad Employes,
Baton Rouge, La.

Dear Sir:

Referring to your joint letter of the 26th ult. signed by yourself and others, copy of which was addressed to the Director General and referred to the Division of Labor, protesting against the treatment accorded representatives of the colored trainmen by officials of the Yazoo & Mississippi Valley Railroad.

We are taking this question up with the Federal Manager for investigation, and as soon as we have heard from him you will be further advised.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11 - a

January 6, 1920.

Mr. C. H. Kittle, Federal Manager,
Yazoo & Mississippi Valley Railroad,
Chicago, Illinois.

Dear Sir:

The Director General is in receipt of joint letter, copy of which is attached, which was referred to the Division of Labor, signed by Mr. A. B. Smith and others, protesting against the treatment accorded the representatives of the colored trainmen by the officials of the Yazoo & Mississippi Valley Railroad.

Will you kindly investigate this matter, and advise me the result at your earliest convenience?

Very truly yours,

H. P. Daugherty

Assistant Director.

ll/as

B A 1-20 200

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

ILLINOIS CENTRAL RAILROAD
YAZOO & MISSISSIPPI VALLEY RAILROAD
NEW ORLEANS GREAT NORTHERN RAILROAD
MISSISSIPPI CENTRAL RAILROAD
GULF & SHIP ISLAND RAILROAD

C. M. KITTLE,
FEDERAL MANAGER.

OFFICE OF FEDERAL MANAGER
CHICAGO, ILL.

January 8, 1920.

Mr. H. P. Daugherty,
Assistant Director,
Division of Labor,
Washington, D. C.

My dear Sir:

Referring to your letter of January 6th, file E-38-11, relative to letter received by the Director General, signed by Mr. A. B. Smith and others, protesting against treatment accorded representatives of the colored trainmen by officials of the Y & M V:

The enclosures referred to in your communication, were not received therewith, and, in order that prompt action may be taken in the investigation of this complaint, would thank you to furnish either original attachments or copy thereof.

Yours very truly,

C. M. Kittle

Federal Manager.

Cy-Mr. B. L. Winchell,
Regional Director,
Atlanta, Ga.

Form 1876

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

ILLINOIS CENTRAL RAILROAD

YAZOO & MISSISSIPPI VALLEY RAILROAD

BATON ROUGE LA 12.26.19

OFFICIALS OF THE Y.&.M.V.R.R.MPHS.&.CHICAGO

HON.SIRS' we the colerad train and yard men on the New _
_ Orleans Div of the Y.&.M.V. ask this as imformation to

have the proper understandeing we has a committee man who has been apointed by our body of men to take up any thing that may come up dissatisfactoary .far adjustmentand after we all agreeing to at all times in case of thismanhaveing to transact any bussiness in regards of our work and brigg about a better understandeing with our officials and our menhe is being helt off far being off 2.two dayes and we prot _ecte ng all jobes dureing the time he was away not a job was short and not a man haveing to double acorbeing to our agreament we want to know if we has a right to have a man to look out far uor welfair and if they be any thing wrong we will aprecieate and earley reply from you all we are respectfully yours employees

A.B.SMITH .PRESS.&.GREV.com

H.BROOKS.VICE.CHAIR.

H.HALL.SECT.

E-38-11

January 16, 1920.

Mr. C. M. Kittle, Federal Manager,
Yazoo & Mississippi Valley Railroad,
Chicago, Illinois.

Dear Sir :

Please refer to your letter of January 8th, having reference to complaint of A. B. Smith and others, protesting against treatment accorded representatives of the colored trainmen by officials of the Yazoo & Mississippi Valley Railroad.

I am enclosing herewith copy of Mr. Smith's letter of December 26th, and shall appreciate hearing from you when your investigations are completed.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

E-38-11

SUBJECT:

January 13, 1920.

MEMORANDUM for Mr. W.S.Carter:

Will you please see that proper attention is given to the attached correspondence from Mr. Arthur B. Smith, Baton Rouge, La., whose previous correspondence was referred to you on the 30th of December.

M.B.C.

DIVISION OF LABOR

fcl-ms

JAN 14 1920

Baton Rouge La Jan 7-20

DIVISION OF LABOR.

Mr Bruce Blagett

assistant to Director Gen. of R.R.

Washington D. C

JAN 10 1920

JAN 14 1920

Dear Sir Yours of Dec 30th received and highly apreciate your assistance yet after my return after appealing to all Local Officials asking a date and a pass from Dec 4th and was refused I knows this aim was to keep our Committee from appearing before any of the Officials I wish to mail you these notices I has also my pertetions previous this is the method of washering the men just anyway and by pulling any man out of service who takes up the cause I wise refer our complaint to our Grand Lodge yet I feel that I will get all Justice due me and a helpt our Grand Lodge as this Div of the Y.M.P. represents over 350 train mens Colored I wise thank you kindly to refer this attach copyes to Mr W. S. Carter for Concideration and I feel that if they be any Justice I wise get a fear deal I thank you kindly Yours Sincerely

Arthur B Smith

601 St Joseph St Baton Rouge La

Form 1576

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

ILLINOIS CENTRAL RAILROAD

YAZOO & MISSISSIPPI VALLEY RAILROAD

Baton Rouge January 5th, 1920.

Arthur Smith,
Switchman-Baton Rouge,

You are hereby advised of your dismissal from service for failure to report for duty on December 21st.

J. H. Anderson

R.R. administrator

Train Master.

P.S. Dec 21st I protected Job at 2.30 PM
If which I had been working and was shure that
Job was protected after the instruction had
been given me that I find
a man for the Job of which I did
no Job delayed one hour a minuts over
time mad on account of me being W

H B Smith
H Hall
Horace Brooks

REP

G.L. OF E. BOOKLET

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

ILLINOIS CENTRAL RAILROAD
YAZOO & MISSISSIPPI VALLEY RAILROAD

Dismissal of Switchman A. B. Smith.

538

Vicksburg, January 2, 1920. frm-o.

A. B. Smith, Switchman,
Baton Rouge, La.

Your letter of the 26th.

You were instructed to report to the trainmaster to investigate your leaving without permission, which you refused to do. In view of these facts, there is nothing that I can do in regard to your return to the service.

was at his office and was told to come back later on

F P Mays
Superintendent.

R.R. administrator Washington D.C
was in Chicago on Gen. Grev. committee and said
Officials would not furnish pass of which the men
appointed me to serve, and this being first reply
from Mr Mayes of all notices of asking for a date

A B Smith
H Hall
Horace Brooks

J. H. EILAND
GRAND PRESIDENT

A. B. SMITH
LOCAL PRESIDENT

G. MACK
VICE PRESIDENT

B. V BARANCO
COUNSELLOR
P. O. BOX 162

Colored Association of Railway Employees

GRAND LODGE HEADQUARTERS
27 W. JACKSON MOUND, MEMPHIS, TENN.

A. FLOWERS
GRAND SECRETARY

H. HALL
LOCAL SECRETARY

H. HART
REC. SECRETARY

JOE CHATMAN
GREVIANCE COM.

BATON ROUGE LODGE NO. 8

BATON ROUGE, LA. Dec-4-19

Mr R E Jewett Gen
Mr F H Anderson Train Mstr Baton Rouge
Mr F R Mayo Supt
Vicksburg Miss
Gents. I has applied t yard mstr and train mstr

Sir It has been agreed wetth all yard men on account of me having to be N on Dec 6th on business any switchm agree t work 8 hours and 8 hours N and protect vacance Jobs should yr not have the required no of extra men, with me reporting N for saturday morning dont know just how many days but ~~some~~ thy less than 15 days maybe about 6 days will thank yr for a request for a pass t Vicksburg

Yours truly
A Smith

12-4-19
Record of (3) copyes

A Smith
Baton Rouge

Colored Association of Railway Employees

GRAND LODGE HEADQUARTERS
27 W. JACKSON MOUND, MEMPHIS, TENN.

J. H. EILAND
GRAND PRESIDENT

A. B. SMITH
LOCAL PRESIDENT

G. MACK
VICE PRESIDENT

A. FLOWERS
GRAND SECRETARY

H. HALL
LOCAL SECRETARY

H. HART
REC. SECRETARY

BATON ROUGE LODGE NO. 8

BATON ROUGE, LA. Nov. 16th 19

Mr. R. E. Pennitt
G. Y. M.

Mr F. H. Anderson
Train master
Baton Rouge La

Mr F. R. Mayes
Div Supt
Vicksburg Miss

Gentlemen and Officials we the undersign local committee of the Colored train and yard mens on this Div have been advised by the train mens to take up some matters to bring about a better understanding among our mens and official we has at present several grevances to be considered and to have all satisfide that we are being treated fair and are asking a date that we can meet yor gents so as to have a thoughly understanding and know our line of duty according to the administration requirments and make and agreement on our part of work such as switchmens and Yd Brakemen pass Brakemens we feel that it will cause less troubles on each side with our officials and with the employees we thank yor for a date at your earlest convenient

Committee
Switchmen
&
Brakemen

A B Smith
H Hall
John Mott

Colored Association of Railway Employees

GRAND LODGE HEADQUARTERS
27 W. JACKSON MOUND, MEMPHIS, TENN.

J. H. EILAND
GRAND PRESIDENT

A. B. SMITH
LOCAL PRESIDENT

G. MACK
VICE PRESIDENT

A. FLOWERS
GRAND SECRETARY

H. HALL
LOCAL SECRETARY

H. HART
REC. SECRETARY

BATON ROUGE LODGE NO. 8

BATON ROUGE, LA. Sept 10-19

Mr F. R. Mayes Supt No. Div Y & M.V.
Vicksburg Miss

Sir we as and undersigned Committee are writeing you asking a date that we may bring to you some facts about our places of work and how we are being worked. which is not at all satisfactory with the mens our places as Head Brakeman and Switchman as helpers. we are again apealing to you and if it is not in your power please notify our committee at once, and we will try and find from higher officials our places and our rights which we have not had since the increase of pay came out, our understanding are that we shall be worked according to the way we was being under privot our ship with and agreed working condetion, it apears that the officials on this Div are not in favor of the Colored train and yard mens. being retain on all former jobs as has been, I has on file (12) twelve mens Brakeman & Switchman applied for jobs with in 20 days with several vacent jobs being open for Colored mens & we would like to have and early reply

Committee
Arthur Smith
Joe Chatterson
Herrace Brock

A B Smith
H. Hall

VICTORY

Baton Rouge La
Jan - 23 - 1920

DIVISION

Mr W. S. Carter
Director Div of Labor
Washington D.C.

JAN 26 1920

Dear Sir I am compell to bring your notice some fact as to this fact first I have been pulled out of service on acount of taking up Greviances opported by the employees in the transpotation dept and local officer of the C.N.O.&T.P. trainmens with several unreasonable excuses from this yard master. I am asking yr and feel that I will personaly get a squar deal. have we any right to have a committee man to represent us to our officials? and should they fail to recognize our committee and tell us we cant get it and when we do get it if any thing have happened and we take it up then we loos several days trying to get back to work and this

VICTORY

Since after me getting a written order from a superior according to his instruction to protect the job and with all other men having a understanding to same now the yard master claim I at times wanted get off with out permission and at times wanted lie off 5 and 6 weeks at a time but I has a time book showing every minut I have worked and the cause of being off in every space in the book of which I gone to Gen Supt on yestoday and when he return it I will be glad to send this book to your office and they statements that are against me and will appreciate the authorities for we colored men to be recognized with these officials as a committee

I thank you kindly in advance

Yours

Arthur B Smith

601 St Joseph St
Baton Rouge La

E-38-11 -a

Index

January 26, 1920.

Mr. Arthur B. Smith,
601 St. Joseph St.,
Baton Rouge, La.

Dear Sir:

Referring to your letter of January 7th, with enclosures, addressed to Mr. Price Clagett, which was referred to the Division of Labor -- relative to treatment accorded the colored trainmen by the officials of the Yazoo & Mississippi Valley Railroad.

Please be advised that same will be considered in connection with my letter to you of January 6th, in which I advised that the question was being taken up with the Federal Manager for investigation.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

Baton Rouge La Jan - 30 - 1920

238-1-1-0

DIVISION OF LABOR.

Mr H. P. Daugherty
asst Dir Director of Labor
Washington D. C.

FEB 5 1920

Hon. Sir. your recent letter received in regards of my letter of several dayes ago and highley appreciate your fover shown us to the fedrel managers this case as I mailed yor several dayes ago showing where I have been pulled out of service for serving as a committee for the men of my craft showing our dissatisfactory treatment and the roots of the trouble are created at this place and they has been several faults reports sent to Fedrel managers from this place which I has true evidence If we are asking our Government for protection we have tryed in every respect to have the sympathy of the officials but we find that our local officials are not the least in sympathy with us as employees regardless to how loyal we have proved durring the shetage of train and yard men I can have every colored man stand before a notary and swear to our fight is for Justice and not to deprive any man of his living regardless to color but we are being treated so unfair untill we are compell to take it up to people we feel will see that we gets our rights I have taken my case personaly up with officials from this place up to our Gen supt of which I am going to turn over to the Grand Lodge of the C.T.V.R.E. yet I am asking yr personaly to investigate this case on this sir which will mean a help to the Government as things

are most critical and the next move will be
as was once before the Government taken the R.R.
with some Class of train men shooting the colored
men in order to keep them afraid to go out
on the runs, we as leaders tryes to teach our
men just what the R.R. administrators shall expect
loyal honest and willing men, and we are expecting
full protection from the administrators as american
and employees I thank you kindely in advance
for your past favor shown us

Oblige

601 St Joseph st
Baton Rouge La

A. B. Smith
Local Press and
chairman exec. committee
C.A.J.R.E.

H. Hall
Sect
Lodge no 8

B-38-11-A

February 13, 1920.

Mr. A. B. Smith,
601 St. Joseph St.,
Baton Rouge, La.

Dear Sir:

I wish to acknowledge receipt of your letter of January 30th, regarding the treatment accorded representatives of the colored trainmen by officials of the Yazoo & Mississippi Valley Railroad.

As stated to you in my letter of January 26th, we have this matter up with the Federal Manager for investigation, and I have this day written to him asking him to hurry same if possible, and as soon as we hear from him you will be further advised.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E-38-11-A

February 13, 1920.

Mr. C. M. Kittle, Federal Manager,
Yazoo & Mississippi Valley Railroad,
Chicago, Illinois.

Dear Sir:

Referring to my letters of January 8th and 16th, having reference to complaint of A. B. Smith and others, copy forwarded to you, protesting against the treatment accorded representatives of the Colored Trainmen by the officials of the Y. & M.V. Railroad.

As we are anxious to bring this matter to a speedy conclusion, and as it may entail further consideration, I will appreciate it if you will hurry your investigation regarding same and advise me at your earliest convenience.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E 38-11 L

J. H. EILAND
Grand President

A. FLOWERS
Grand Secretary

Colored Association of Railway Employees

Grand Lodge Headquarters
27 W. Jackson Mound, Memphis, Tenn.

DIVISION OF LABOR

OFFICERS
A. B. SMITH
President
G. GRAY
Vice-President

Local Lodge No. 8

Baton Rouge, La.

Feb - 20 - 20

H. HALL
Secretary
S. WASHINGTON
Recording Secretary

Mr H. P. Daugherty
asst Director of Labor

FEB 24 1920

Hon Sir Yours recently received refering to my letter of several days ago I wish to explain these facts the first cause of holding me out of service claimed I failed to report on Dec 21st of which we had a meeting with Supt F.R. Mayes, Train master F.H. Anderson yard master R.E. Pruett and with four colored train mens as a committee proved that I got off with authorities from the yard master and was there to see that the Job was protected. and after each man on committee knowing we had written the same officials asking dates to out line our grevances to and had never received such one letter in regards and that was from Train master stating that he had investigated the case of the man we was asking to have put to work and the supt remarks still stands that I can not work because I taken things up with the R.R. administrators and ignored him understand after them refusering to give us any concideration and not furnishing me with a pass even to supt office and we knowing that they

J. H. EILAND
Grand President

A. FLOWERS
Grand Secretary

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Vice-President

Local Lodge No. 8

Baton Rouge, La.

OFFICERS
H. HALL
Secretary
S. WASHINGTON
Recording Secretary

had been and order issued from our Gen Supt. to the Dis. Supt F.R. mayes to place a man who was pull out of service for absolutely nothing and he said he would not work here any more because he went to Gen Supt after him telling him he would take care of his case and not doing any thing after a month now me as a chairman on this Div was advised to take up the trouble which was searious and this frain up has been laid several times against me and I felt the I would have protection from the Government officials after being loyal in all campaigns durein the time mens was not to be found and pleadein to all men of which I has any voice over to stand on the post of which we was fillen regardless to the cash and the credit I am not getting for askein for the mens rights is to be pulled out of service which means that I loose my age and probably turned down on some other R.R. for reference which is required by all roads, I want to work and be a real citizen and not a fugitive from Justice and hope to have all assistance from the men of Justice I thank you kindely indeed for you Favor shown me I remain

Yours Respectfully
Arthur B. Smith
Henry Hall

Laurence Brooks
John Watts
Jr Chairman

April 14,1920

E-38-11-A

Mr. Arthur B. Smith,
601 St. Joseph St.,
Baton Rouge, La.

Dear Sir:

Referring to previous correspondence passing between yourself and the Division of Labor with regard to the protest against the treatment accorded colored trainmen by officials of the Yazoo & Mississippi Valley Railroad:

This is to advise that owing to the fact that no fin al disposition had been reached in this case up to the time that Federal operation of the railroads ceased on March 1,1920, all papers in this case were referred to us with other matters not finally adjusted by the Division of Labor for such consideration as was consistent. As the Director General and his assistants are without authority since March 1st to reinstate employees or direct railroad officials in the matter of treatment of employees we find ourselves unable to proceed with the handling of this case and you are, therefore, advised that the matter should behandled with the railroad officials.

Yours truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

4-AR

W.P. Co. 18573—200M—April 1919

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads

FORM 369
141883

ATLANTIC COAST LINE RAILROAD.

DIVISION OF LABOR
APR 15 1920

E. H. 11-a

Albany Ga.
April 13 1920

Mr W. D. Hines,
Genal Director R.R.
Washington D.C

APR 15 1920

Dear Sir

to day I writing you for The Information Off Porters Back Pay Drawn from Sep 26 Jan 1. 1918 up to Nov 1. 1919

Yours I am asking This Information from That Date. Do Porters get any Back Pay under Government Control Except 3 months Nov 1 1919 Dec Jan 31 1920 I Drew on This Date $65.12 sc

Thanking you for all information That you will give me. I we were call Brakmans up until Aug 5 1919

I hoping to hear from you Early

your Respect
George E. Day
Porter A.C.L.

Co W. M Ramey
Albany Ga.

141883

Dear Sir:

This will acknowledge receipt of your letter of the 15th inst. requesting information with regard to back pay for porters.

Your letter is being referred to the Division of Labor for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. George E. Day,
c/o. W. M. Ramey,
Albany, Ga.

C*W

SOUTHERN RAILWAY COMPANY

NEW ORLEANS & NORTHEASTERN RAILROAD COMPANY
N.A.Ry.Co.—A.& Y.Ry.Co.—Y.R.R.Co.—H.P.R.A.& S.R.R.Co.

EMPLOYE'S WATCH COMPARISON CARD

Date 5-5-191 9

Mr. Tom Page

C Occupation Blm Div. N.O.N.E.

Maker of Mov't Elgin 16 Grade Name or Grade Number 7721

Movement No. 20030303 Last Cleaned or Rep. Date May 12

Watch Inspector City N.O.

EMPLOYE, PRESERVE THIS CARD, and surrender it to watch inspector at beginning of new watch inspection quarter. **INSPECTOR** will forward it promptly to National Railway Time Service Co., Chicago. If watch is rejected, on presentation of this certificate Inspector will return certificate complete (all Coupons, A, B and C) to Superintendent, giving facts.

This card renewed only by Division Superintendent. (OVER)

(Patent Applied For)

No. 3394

SOUTHERN RAILWAY COMPANY

NEW ORLEANS & NORTHEASTERN RAILROAD COMPANY
N.A.Ry.Co.—A.& Y.Ry.Co.—Y.R.R.Co.—H.P.R.A.& S.R.R.Co.

EMPLOYE'S WATCH COMPARISON CARD

Date 5-7-191 9

Mr. Lewis Porter

C Occupation Blm Div. N.O.N.E.

Maker of Mov't Hamilton Grade Name or Grade Number

Movement No. 1898851 Last Cleaned or Rep. Date

Watch Inspector City

EMPLOYE, PRESERVE THIS CARD, and surrender it to watch inspector at beginning of new watch inspection quarter. **INSPECTOR** will forward it promptly to National Railway Time Service Co., Chicago. If watch is rejected, on presentation of this certificate Inspector will return certificate complete (all Coupons, A, B and C) to Superintendent, giving facts.

This card renewed only by Division Superintendent. (OVER)

(Patent Applied For)

No. 3395

...A.& Y.Ry. ... H.P.R.A.& S.R.

EMPLOYE'S WATCH COMPARISON CARD

Date 5-7-191 9

Mr. Homer Lanier

Occupation Blm Div. N.O.N.E.

Maker of Mov't Hamilton Grade Name or Grade Number 940

Movement No. 157681 Last Cleaned or Rep. Date Mar. 19

Watch Inspector City N.O.

EMPLOYE, PRESERVE THIS CARD, and surrender it to watch inspector at beginning of new watch inspection quarter. **INSPECTOR** will forward it promptly to National Railway Time Service Co., Chicago. If watch is rejected, on presentation of this certificate Inspector will return certificate complete (all Coupons, A, B and C) to Superintendent, giving facts.

This card renewed only by Division Superintendent. (OVER)

(Patent Applied For)

No. 3396

TIME RECORD Note Variation in Seconds

R. D.—Run Down St.—Stopped X—Hands Caught

DATE COMPARED		SECONDS FAST	SECONDS SLOW	R-REG S-SET	INSPECTOR SIGN IN INK
5	5		12	S	[illegible]
	19	5		—	[illegible]
	27	5		—	[illegible]
6	6	5		—	[illegible]
	12	7		—	[illegible]
	16	3		—	[illegible]
	22	4		—	[illegible]
7	12	4		—	[illegible]
	22	3		—	[illegible]
	28	10		—	[illegible]
9	2	5		—	[illegible]
	20	18		S	[illegible]
	16	18		SR	[illegible]
	26	25		SR	[illegible]

INSTRUCTIONS—Each employe whose watch is subject to inspection must report to an Inspector every week, and oftener when convenient, in order that the condition of his watch may be noted and a record of its performance made on the Employe's Card by the Watch Inspector. Employes must have their Certificate at hand at all times and present it for examination when called for by any officer.

National Railway Time Service Co.

TIME RECORD Note Variation in Seconds

R. D.—Run Down St.—Stopped X—Hands Caught

DATE COMPARED		SECONDS FAST	SECONDS SLOW	R-REG S-SET	INSPECTOR SIGN IN INK
5	8		15	S	[illegible]
	17		25	SR	[illegible]
	27	5		—	[illegible]
6	6	0	T		[illegible]
	14	30		S	[illegible]
7	12	2	25	S	[illegible]
	26		20	SR	[illegible]
8	5	20		S	[illegible]
	19	17		S	[illegible]

INSTRUCTIONS—Each employe whose watch is subject to inspection must report to an Inspector every week, and oftener when convenient, in order that the condition of his watch may be noted and a record of its performance made on the Employe's Card by the Watch Inspector. Employes must have their Certificate at hand at all times and present it for examination when called for by any officer.

National Railway Time Service Co.

TIME RECORD Note Variation in Seconds

R. D.—Run Down St.—Stopped X—Hands Caught

DATE COMPARED		SECONDS FAST	SECONDS SLOW	R-REG S-SET	INSPECTOR SIGN IN INK
5	7		7	—	[illegible]
6	18		30	SR	[illegible]
	24		5	—	[illegible]
7	2	15		S	[illegible]
	10	5		—	[illegible]
7	18	5		—	[illegible]
	24	12		S	[illegible]
8	1	25		S	[illegible]
	9		30	S	[illegible]
	19		30	SR	[illegible]
	29	25		SR	[illegible]
9	6	5		—	[illegible]

INSTRUCTIONS—Each employe whose watch is subject to inspection must report to an Inspector every week, and oftener when convenient, in order that the condition of his watch may be noted and a record of its performance made on the Employe's Card by the Watch Inspector. Employes must have their Certificate at hand at all times and present it for examination when called for by any officer.

National Railway Time Service Co.

E-38-11-A
April 16, 1920.

Mr. George E. Day,
% W. M. Ramsy,
Albany, Georgia.

Dear Sir:

This will acknowledge receipt of your letter of April 13, addressed to the Director General concerning back pay which you believe to be due you for services rendered the A. C. L. Railroad as train porter.

We note you received back pay from November 1, 1919 for the months of November and December, and for January 1920, but that it is your opinion you should receive back pay under Supplement 26 for January 1, 1918 up to November 1, 1919.

For your information, we are attaching copy of Supplement 26, and which you will note is effective as of November 1, 1919, and does not provide for any back pay prior to that time. If you received back pay for November and December, 1919 and January, 1920 you have already received all the back pay that is due you under this supplement.

Very truly yours,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

S-LJM

E-38-11

DIVISION OF LABOR.
MAR 24 1919

Laurelville. Miss.
March 19/19

Mr. W. S. Carter Director Division of Labor.
Washington D.C.

Dear Sir:

I am in receipt of Suppliment no 12. to General order no 27 Signed by Mr. W. G. McAdoo. Which gives rates of pay in our class of Service, and we haven't yet received any pay to that effect. We are still drawing the same $64.00 while the Flagman in the same crew is drawing $132.00. I called on our Supt. Mr. A. F. Church at Laurel. Miss. and he said that he had no order to pay us according to Suppliment no 12 to General order no 27. Now as you know that we can't live on this little salary $64.00 We would appreciate if you would order ~~him~~ this company to pay this off, at once, with a copy of your letter to me, for our information

I will thank you for an early reply

Yours truly.

A. W. Sanders. G. M. & N. R. R.
Parter.

April 21,1919

E-38-11

Mr. A. W. Sanders, Porter,
G.M.& N.R.R.,
Louisville, Miss.

Dear Sir:

This will acknowledge receipt of your letter of March 19th, addressed to Mr. Carter, with reference to application of Supplement No. 12.

On April 7th instructions were issued to all Regional Directors to apply the Supplement as issued.

If there are any injustices in or misapplications of the wage order arising, I would suggest that you endeavor to adjust the matter personally with your superior officer, failing a personal settlement that the matter be handled thru your organization, if you belong to an association of railroad employes. Should you not belong to an employes' organization, a joint statement of fact should be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached. Upon receip t of such a statement in this office, the matter will be adjusted.

Yours for the Victory Loan,

I.A. FRANKLIN

7-gh

E-38-11

DIVISION OF LABOR
JUN 6 1919

Louisville, Miss.
June 4/19.

Mr. W. S. Carter Director Division of Labor
Washington, D.C.

Dear Sir;

On May 15th I am in receipt of letter from Mr. Brice Clagett, stating that he referred my letter of the 12th to you for attention, which I am most assure that you will give your best attention. Now Mr. Carter, I am thanking you in advance for the earliest possible settlement as we are now in a strain as to financial part. We have now been waiting since June 1. 1916 expecting this increase. And you know about what $64.00 sixty four dollars per month has done for us. According to Bulletin attached to my letter [illegible] proof without anything else. Now

they are requireing us to handle the U.S. Mail at night where it is locked in a Box at the depot, and in case of a wreck we are required to handle frogs and carry ties, every-thing in general. incase of a hot box we have to pass them while the Flagman is flagin. Now we will appreciate some ~~kind~~ ~~relief~~ relief at the Earliest possiable date.

Sincearly, yours.

Albert W. Sanders, carter,
G. M. & N. R. R. Co. Comitt.

June 16,1919.

E-38-11

FILE

Mr. R. V. Taylor,
Federal Manager, G. M. & N. RR,
Mobile, Ala.

Dear Sir;

I am in receipt of a complaint from A.W. Sanders, Porter, G. M. & N. RR, Louisville, Miss., under Supt. A.F. Church at Laurel, Miss. to the effect that Supplement No.12 has not been applied to the work he is doing.

I attach hereto a copy of Mr. Carter's letter on this subject to the Regional Directors for your information.

Yours truly,

J. A. Franklin

Asst.Director.

S-All

Copy to Mr.B.L.Winchell,
Regional Director.

COPY

Form G-77.

2—8675

June 16,1919.

E-38-11

FILE

Mr. A. W. Sanders,
Porter, G.M. & N. RR,
Louisville, Miss.

Dear Sir:

This will acknowledge receipt of your letter of June 4th with further reference to the application of Supplement No. 12.

Please be advised that I am taking your case up with the Federal Manager.

Yours truly,

J. A. Franklin

COPY

7-AR

Form G-77.

2—8675

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

E-38-11

R. V. TAYLOR,
FEDERAL MANAGER

MOBILE, ALA., July 18th, 1919 ms

G 8 - 1

DIVISION OF LABOR
JUL 21 1919

Mr. J. A. Franklin,
Asst. Director, Division of Labor.,
Washington, D. C.

Dear Sir:-

Replying to your letter of June 16th, file E-38-11 in regard to case of A. W. Sanders, porter, Gulf, Mobile & Northern Railroad, Louisville, Miss.

If this man is performing any of a flagman's duties in addition to the porter's duties, he is doing so in violation of, and contrary to the instructions of the management.

Yours very truly,

R V Taylor
Federal Manager

MATCHED UP JUL 22
REFERRED TO MC

FILE COPY

R-38-11

July 25, 1919.

Mr. R. V. Taylor,
Federal Manager,
G. M. & N. R. R.
Mobile, Ala.

Dear Sir:

This will acknowledge receipt of your letter of July 18th, with reference to claim of Mr. A. W. Sanders, a porter on the G. M. & N. R. R., that he has not been paid under Supplement No. 12.

I note you state that if he was performing a flagman's duties in addition to his own, he is doing so in violation of, and contrary to the instructions of the management. What have you done to determine whether or not he is actually doing this? Is it not possible that he has been forced to do this by the person whom he is working under.

I would like to have you investigate if this man is performing such duties, regardless of whose instructions he may have had. If so he will be entitled to receive the rate of pay under Supplement No. 12 during the time he performed these duties. Possibly he did not receive orders from any of the higher officials of the road, but most likely has been instructed by a minor official to do this work he claims he has performed.

Yours very truly,

J. A. Franklin

Form G-77

2—8675

7-FD

DIVISION OF LABOR.

AUG 12 1919

E-38-11

Albany, Miss.
Aug. 9/19.

Mr. W. S. Carter Director Division of Labor
Dear sir

I have your letter dated June 16th/1919. stating that you had taken the matter up with our federal manager as to our class of pay. We are yet being paid the same salary $64.00 per month. I wrote our Federal Manager and he advised me to write Col. Owen our Gen. Manager, and I have written him several times in regards of our rate of pay, and he won't answer any of my letters. now Mr. Carter. I would thank you to answer me definite, if you mean to have the G. M. & N. R. R. co. pay us according to supplement No 12 to General order No 27

as was ordered by your ~~Hon~~ Wedge
board and signed by W.G. McAdoo
Director General. You know about
how far we are behind have been
working ~~since~~ since June 1, 1918. expecting
this increase. now if you will make
them pay this back time we will
be satisfied. I suppose you are aware
of the fact that several other roads
have paid the back time and are
paying the increase in salaries.
Now Mr. Carter we would have
layed aside our job, ~~and~~ and got
another one. but we were only
depending on you. and holding
your papers as receipt that we were
going to draw this increase.
All other class of R.R. men have
gotten an increase except the porters
and they claim they can't live yet.

Now what do you think of our $64.00 per month, and no milage they only allow us that for the 10. hour run. Kindly advise me at once just what disposition you are going to make of this case so we will know just what to do. Now Mr. Carter I am most assure you are going to demand for us our hard labor which we have allready given to this company. They are just holding us responsible for the U.S. mail at all stops on these night runs. Now without any further explanation I know you know what a mans labor is worth.

Thanking you in advance for an early reply.

Yours truly,

A. W. Sanders, Porter G. M. & N. R.R.
New Albany, Miss.
Box 211.

August 29, 1919.

E-38-11

FILE

Mr. R. V. Taylor,
Federal Manager,
G. M. & N. R. R.,
Mobile, Ala.

Dear Sir:

With further reference to complaint of Mr. A. W. Sanders, Porter, G. M. & N. R. R., Louisville, Miss., that Supplement No. 12 has not been applied to the work he is doing.

Kindly let me have reply to my letter of June 16th regarding this matter.

Yours truly,

J. A. Franklin

7-sc

COPY

Form G-77.

2—M.76

August 29, 1919.

E-38-11

FILE

Mr. A. W. Sanders, Porter,
G. M. & N. R. R.,
Louisville, Miss.

Dear Sir:

This will acknowledge receipt of your letter of the 9th instant to Mr. W. S. Carter, with reference to your claim that you should be paid under Supplement No. 12.

I still have your matter under discussion with the Federal Manager and just as soon as I hear from him definitely I will advise you.

Yours truly,

7-aC

COPY

2—8176

Form G-77.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

MOBILE AND OHIO RAILROAD
GULF, MOBILE AND NORTHERN RAILROAD
SOUTHERN RAILROAD IN MISSISSIPPI

E-38-11

R. V. TAYLOR,
FEDERAL MANAGER

MOBILE, ALA., September 8th, 1919 es

G 8 - 1

DIVISION OF LABOR.
SEP 11 1919

Mr. J. A. Franklin,
Asst. Director, Division of Labor,
Washington, D. C.

Dear Sir:-

Referring to recent correspondence handled under your file E-38-11, in regard to claim of A. W. Sanders, porter, Gulf, Mobile & Northern Railroad.

I have had this matter carefully investigated by General Manager Owen, who had Sanders come to Mobile in order that the matter might be brought to a final conclusion.

The investigation developed that Sander's contention that he had to pass a thorough examination and qualify as a brakeman, in the meantime performing the services of a brakeman while employed as a porter, is not substantiated by the records. He was, however, required to undergo a physical examination.

His statement that he had been instructed by the Trainmaster on the New Albany Division, to do all the headwork and handle the switches was also found to be erroneous .

If, as claimed by Sanders that since his employment in January, 1918 as porter, he performed any of the duties of brakeman or flagman, it was of his own volition and

without authority, and under the circumstances I cannot see where he is entitled to any additional compensation.

Mr. Owen has written Sanders giving the result of the investigation and advising him that, in view of the facts as developed, we cannot entertain his claim.

I trust the above will give you all the information desired and will dispose of this matter to the satisfaction of the Division of Labor.

Yours very truly,

R W Rayburn

Federal Manager.

September 25, 1919.

E-38-11

FILE

Mr. A. W. Sanders, Porter,
G. M. & N. R. R.,
Louisville, Miss.

Dear Sir:

With further reference to your claim that you should be paid under Supplement No. 12, beg to advise that investigation develops that your contention that you had to pass a thorough examination and qualify as a brakeman, in the meantime performing the services of a brakeman while employed as a porter, is not substantiated by the records. You were, however, required to undergo a physical examination.

Your statement that you had been instructed by the Trainmaster on the New Albany Division, to do all the headwork and handle the switches was also found to be erroneous.

If, as claimed by you that since your employment in January, 1918, as porter, you performed any of the duties of brakeman or flagman, it was of your own volition and without authority, and under the circumstances I cannot see where you are entitled to any additional compensation.

Mr. Owen wrote you giving the result of the investigation and advising that in view of the facts as developed the road could not entertain your claim.

Yours truly,

7-ac

COPY

Form G-77. S.A. FRANKLIN 2—8075

September 15, 1919.

E-38-11

FILE

Mr. R. V. Taylor, G. M.,
Mobile & Ohio Railroad,
Mobile, Alabama.

Dear Sir:

This will acknowledge receipt of and thank you for your letter of the 8th instant, with regard to claim of Mr. A. W. Sanders, porter, Gulf, Mobile and Northern Railroad.

Yours truly,

7-ao

COPY

Form G-77.

2—3075

E-38-11

NEW ALBANY, MISSISSIPPI

SEPT. 11, 1919

SEP 15 1919
DIVISION OF LABOR.

MR. W.S.CARTER
DIRECTOR DIVISION OF LABOR
WQSHINGTON, D.C.

DEAR SIR:-

I AM ATTACHING YOU HEREWITM A LETTER FROM COL. OWEN OUR GENERAL MANNGER FOR YOUR INFORMATION THAT YOU MAY SEE WUST WHAT THEY ARE TRYING TO DO, ALSO A COPY OF MY LETTER IN REPLY TO HIM AND A LETTER FROM THE TRAIN MASTER SHOWING YOU WE ARE RESPONSIBLE FOR THE U. S MAIL YOU HAKE A OPY OF THE BULLETIN ISSUED BY MR. A.F.CHURCH SUPT. MAY THE 10TH, K919.

WE ARE NOW MAKING 164 MILES ONE DAY, 191 MILE S THE NEXT 210 THE NEST DAY AND THERE IS A MINIMUM DAY ONELY ONE IN FOUR, ALL OF THE CREW GETS MILAGE EXCEPT THE PORTERS, THEY WONT EVEN ALLOW US OVER TIME, THIS COMPANY HAS PAID ALL BACK TIME EXCEPT THE PORTERS, EVEN THE CALL BOYS AND HAS PUT THEM ON AN EIGHT HOUR BASIS.

THANKING YOU IN ADVANCE FOR SOME DISPOSITION.

YOURS TRULY,

Albert W. Sanders,

TRAIN PORTER

BOX 211

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

W. F. OWEN,
GENERAL MANAGER

MOBILE, ALA.

Sept. 6, 1919.

F.M. 45-62
Trainmen

A. W. Sanders, Train Porter,
Box 211, New Albany, Miss.

With reference to my letter August 12th in connection with yours July 31st wherein you advised that you had been instructed by the Federal Manager to write to me regarding disposition made of your back time in connection with Supplement No. 12:

I find your contention that you had to pass a thorough examination and qualify as a brakeman, in the mean time performing the services of a brakeman while employed as a porter, is not substantiated by the records. You were, however, required to undergo a physical examination.

Your statement that you had been instructed by the trainmaster on the New Albany Division to do all the head work and handle switches, I also find erroneous.

If, as claimed by you that since your employment in January 1918 as porter, you performed any of the duties of brakeman or flagman it was of your own volition and without authority, and under the circumstances I cannot see wherein you are entitled to additional compensation claimed by you, hence cannot entertain your claim.

Yours truly,

W. F. Owen

O/K

NEW ALBANY, MISSISSIPPI

SEPTEMBER 11, 1919

COL. W.F.OWEN,
GEN. MGR. G.M.& N R.R.
MOBILE, ALA

DEAR SIR:-

I AM IN RECEIPT OF YOUR LETTER DATED SEPT. 6, 1919 AND IN REPLY, I MUST SAY THAT WE HAVE PROOF AS TO THE DUTIES WE HAD TO PERFORM BEFORE WE WERE O.K AS PORTERS FOR WORK. AFTER WHICH WE WERE GIVEN KEYS AND LANTERNS WHICH IS PROOF ITSELF WITHOUT ANY FURTHER QUESTIONS, BUT IF NECESSARY WE WILL GO INTO A THOROUGH INVESTIGATION. NOW THERE HAS NEVER BEEN ANY OTHER INSTRUCTIONS GIVEN US UNTIL MAY 10TH, 1919 MR. A.F.CHURCH SUPT. ISSUED A BULLETIN , PORTERS WOULD THROW NO MORE SWITCHES AND GIVE NO MORE SIGNALS, AFTER WHICH WE GOT A LETTER TO TURN IN OUR KEYS THAT WAS AFTER SUPPLEMENT NUMBER 12 TO GENERAL ORDER NUMBER 27 HAD BEEN SENT TO US. I HAD TAKEN THE MATTER UP WITH OUR SUPT.

I HAVE BEEN WORKING HERE EVER SINCE JANUARY 27.,1916 AND THAT WAS THE FIRT TIME I HAD BEEN INSTRUCTED TO DISCONTINUE ANY PART OF MY WORK. WE TAKEN THIS MATTER UP WITH YOU ACCORDING TO THE WAGE BOARDS INSTRUCTIONS AND WE ARE NOT WILLING TO DECLINE OUR CONTENTION UNTIL THE WAGE BOARD HAS WITH DRAWN THEIR OWN WORK WHICH WAS SIGNED BY HON. W.G.MCADOO WHO WAS DIRECTOR GENERAL AT THE TIME SUPPLEMENT NUMBER 12 TO THE GENERAL NUMBER 27 WAS ISSUED.

WE HAVE BEEN INSTRUCTED BY MR. W.S.CARTER TO HOLD OUR PAPERS UNTIL THE MATTER WAS SETTLED.

YOURS VERY TRULY,

Albert W. Sanders.
TRAIN PORTER

BOX 211

Form 31

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

New Albany, Miss. August 20, 1919

File # 8

Mr. W.A. Strong, Condr.

Louisville, Miss.

Dear Sir:

In line with my letter of August 16th, file 8, with reference to mail failure, train #8, May 30th, at Blue Mountain:

Wish to say that I am advised by the agent Blue Mountain that he did not meet No. 8 on this date and that mail was left in the box by porter.

As Albert Sanders was your porter on this date, please have him authorize a deduction of $1.00 to cover this mail failure.

Yours truly,

W E Adams
Train Master

TRC-ECM

Form 61

Two letters

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

E-38-11

New Albany, Miss.
Sept. 19. 19.

Mr. W. S. Carter Director Division of Labor.
Washington D. C.
Dear Sir:

SEP 23 1919 DIVISION OF LABOR

I am in receipt of Yours dated 9/15-119. in reference to our claim and also the investigation that Mr. Owen had with me. I noticed he stated that he had to undergo only a physical Examination if that be true why did Mr. Church issue bulliten on May the 10th 1919 for Porters to throw no more switches and give no more signals. after which we got letter to call to our train masters office and turn in our switch keys. I was hired January 27/1916 as porter, under the standard book of rules, and have been working here every since and have had, no other instructions, untill May the 10th 1919, for have a coppy of that bulliten that was issued. Now, Mr. Carter if you will have a man to investigate this matter you will find that none of this Wars' Validation

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

and that we were authorized by our train-master that this was our work and when one could not preform these duties he was discharged from service, & notice circular no 3 reads that when there was a disagreement a joint statement would be given, We have had no joint statement there was only an investigation as to what duties I was instructed when hired, to preform and I give in the duties that I was ~~xx~~ instructed to preform when hired by Mr. J. D. Webb. now our contention is for the back time that we worked for from June 1/1918 to May the 10th 1919 when we were stoped from preforming part of our duties.
We claim back ~~b~~ pay according to supplement no 12 to Gen order no 27.
Mr. Carter, you know it was impossible for us to ~~go~~ to the Train master office and take those switch keys, they must have been given us by the train master, who we were hired by. that shows that we had to undergo an Examination according to the book of rule.

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

if you will have a man to investigate this matter. We will go before any of the officials and state the Examination we had to undergo. I am yet very much incenged for I don't believe you are going to stand for this road to beat us out of our honest hard labor. You I know that we are compelled to be behind trying to live on $64.00 per month at the high cost of livings. We have been wailing on this back time to catch up. Now every other class of labor have drawed their ~~wages~~ time according to the Widge board disicition.

Thanking you for an Earlie reply as to whither you are going to consider this question, are not.

Yours truely.

Box 211. Albert W. Sanders Train Porter.

Dalton Young T.P. E. D. McElroy Train Porter
J. E. Nicholson Train Porter
Jess. Mafidell Train Porter
Ernest Morris Train Porter.
Vance Pate. Train Porter
John Basler — —

P.S.

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

P.S. Said We have two porters hired here on this division since January 1916, Earnest Morris and Luce Pate and they had to stand an Examination according to the book of Rules and also buy a watch that would stand inspection. We all have our inspection cards sent to us by this company. You can ~~also~~ also call our Conductors in question in regards of this matter for any information you may want from them. The record shows in our train master office where we paid $1.50 for switch keys.

Now Mr. Carter. We are satisfied after you have investigated this matter you are going to give us what we are due for. We know you are a man that means to do the right thing. that is why we are still appealing to you.

Albert W. Sanders

Mr Carter, in regards to the letter that you received from Mr Owen, I would like to state that we were not instructed by Mr Owen and were not examined by him. We were examined by the superintendent, Mr A. F. Church, and we were also instructed by him of our duty and given our keys and lamps.

There should be no doubt as to our examination for all.

the brakesmen and flagmen stood the same examination and received certificates from the examination from one end of the road to the other.

To satisfy your mind about the matter we would be very glad if you would send a man to investigate the matter.

We would also like to call your decision in regard to Mr McAdoo's decision concerning the curtailing

of the porter's duty which has been done since the tenth (10th) of May.

Yours truly
J. E. Nichols.
Laurel. Miss.
111 Cross. St.

R-38-11

Sept. 26, 1919.

FILE

Mr. A. W. Sanders, Porter,
Box 211,
New Albany, Miss.

Dear Sir:

This will acknowledge receipt of your letter of September 19th, with further reference to your claim that although classified as a porter, you should receive brakeman's pay.

I do not know how brakeman's pay can be allowed you in view of your statement that you performed the duties of a brakeman on your own volition. Unless you can indicate to me that you performed these duties on the authority of the officials I cannot see how you are entitled to any additional compensation. Please give me the name of the railroad official who examined you in regard to the responsibilities to be discharged which are ordinarily brakeman's duties.

Yours very truly,

COPY

J. A. FRANKLIN,

2—8875

Form G-77

7-FD

E-38-11-a

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

7

DIVISION OF LABOR
OCT 3 1919

New Albany Miss.
Sept. 29/19.

Mr. W. S. Carter. Director. Division of Labor
Washington. D.C.

Dear Sir:

In reply of your letter dated Sept. 26/19. I am herewith stating the facts of this case to you. I did not pregarm any duties on my own accord. I was hired and Examined by Mr. J. B. Hobbs train-master who is now asst. Supt. Laurel. Miss. We were given a permit to learn the rad and all nessary duties under the conductors such as hand and Lamp signals how to handle switches and de-rails and how to leave them after we had gotton back on main line couple and un-couple Engine and hose and chains that may be attatched. whistle signal when nessary to be sent out and called in by same. after I was O.K. by the conductors I was sent back to the office to the train master and he Examined me through all of this and asked me if I knew rule

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

99. after I stood this Examination by him he then give me a key and a Lanton and charged me $1.50 for Each which I paid the records of the train Masters office shows this if you will have them Examined you will find that none of this work was valition and when one could not preform these duties he was discharged from service.
Now you have had no joint statement from us. Mr. owen only sent the statement that he wanted you to have and the facts will not be given you by them untill you have a man to Examine the records, they are trying to keep us from having what we have worked hard for. if we had not been instructed by the officials to do this work, why did they issue that bulitin on May the 10th for Parties not to preform ~~such~~ such duties any longer that is the first time we have ever been instructed not to do any of such work. Now Mr. Carter I am must assure you are going

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

to give us Justice, as that is the Government's moto. I will give you some of our Conductors names that you may get any information from them you wish.

Mr. Wallace, Hall, condr. Mobile Ala.
Mr. Bob. Jeffries " Laurel Miss.
Mr. W. A. Strong. " Louisville Miss.

Also you may write Mr. R. L. Walls Louisville Miss. Who is Aggreement man, and Gen. Chairman of the Brailsman, who will be glad to give you some information along this line. Thanking you for an early reply.

Yours truly,
A. W. Sanders Train Porter
Box 211.

P.S. The reason these officials are trying to beat us out of this money is because we are not organized. Circular No 8. States organized or unorganized we would draw the same pay for the same work. Is it not proof enough that we did not do this work dalition by the officials sending to us switch keys? why did they do that?

E-38-11-a

New Albany Miss
Oct. 2/1919

DIVISION OF LABOR.

M

Mr W. S. Carter Direct. Div. of La.
Washington. D. C.

OCT 4 1919

Dear Sir:

I was looking through some letters that I had, and I found the one that was sent me requiring me to return Way Slip. Which I was given January. 27/1916 when I hired here. I am most assure this is all the proof

you care to have.

Yours truly

A. W. Sanders from Boston

Box 211.

E-38-11-A

FILE

October Thirty-first,
Nineteen Nineteen.

Mr. A. W. Sanders,
Box 211
New Albany, Miss.

Dear Sir:

Referring to your letter addressed to Mr. W. S. Carter, Director, of September 29th, also your letter of October 2nd enclosing train master Adams' letter of July 14th relative to taking up switch keys, in connection with the application of Supplement No. 12 to colored train porters on the Gulf, Mobile & Northern Railroad.

We have received similar complaints from colored train porters at other points on the different railroads, and the question you have raised is now being considered, and we hope in the near future to develop something definite in regard to the colored train porter situation.

Yours very truly,

H. P. Daugherty

Assistant Director.

11/22

COPY

Form G-77

2—8675

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

DIVISION OF LABOR.

E-38-11-a

New Albany, Miss.
Oct. 27/19.

Mr. W. S. Carter Director Division of Labor.
Washington D. C.

OCT 28 1919

Dear Sir:

On September 26/19. I recieved a letter from you stating that I would have to indicate in some way to you that the duties we performed on passenger trains was authority of the officials, and I answered your letter, and, the next day I sent you a copy of a letter from the train Master, requiring us to turn in our Keys and get the regular for some. And I haven't as yet heard from you. Please advised what disposition you have made of this matter.

Yours truly.
A. W. Sanders Box 211.

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

E-38-11-0

New Albany, Miss.
Nov. 1/19.

Mr. W. S. Carter, Director Division of Labor,
Washington D. C.

Dear Sir: Please return to me the letter which I sent you address to me from Mr. W. E. Adams, train Master. Stating to me the first time I be in New Albany call to his office and return my key and fix my record for me. Thanking you in advance for your kindness.

Yours truly
A. W. Sanders, Box 211.

DIVISION OF LABOR.

NOV 4 1919

C O P Y

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR GENERAL OF RAILROABS.

GULF, MOBILE & NORTHERN RAILROAD

New Albany, Miss. July 14, 1919.

File 2

Albert Sanders, Col. Trains Porter
Jess Maxwell, Col. " "
Ernest Morris," " "
Vance Pate, col. " "

Sirs:

You will call at my office on your first trip into New Albany and bring switch keys as I desire to take these keys up, and will allow you refund for the amount paid.

Yours truly,

(Sgd) W. E. Adams,

Train Master
(Sgd) C

TRC-EGM

P.S. Don't forget that July ks No. Accident Month.

(Original returned November 6, 1919.)

E-38-11-A

FILE

November Sixth,
Nineteen Nineteen.

Mr. A. W. Sanders,
Box 211
New Albany, Miss.

Dear Sir:

This will acknowledge receipt of your letter of November 1st addressed to Mr. W. S. Carter, Director, requesting the return of letter addressed to you by Mr. W. E. Adams, Train Master, dated July 14, 1919, relative to turning in switch key.

Pursuant to your request I am enclosing the letter, and shall thank you to acknowledge receipt of same.

COPY

Yours very truly,

H. P. Daugherty

Assistant Director.

11/ax

Encl.

2—8675

Form G-77.

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

6-38110

GULF, MOBILE & NORTHERN RAILROAD

Meridian, Miss.
Nov. 10th 19.

Mr. H. P. Daugherty Asst. Director.
Washington D.C.
Dear Sir:

I am in receipt of your letter dated Nov. 6/19. with the bye attached to me from Mr. W. E. Adams thanking you for your kindness.

Yours truly
A. M. Sanders
Box 211.

DIVISION OF LABOR

NOV 12 1919

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

E.38-1-a

GULF, MOBILE & NORTHERN RAILROAD

New Albany, Miss. DIVISION OF LABOR
Dec. 19/19

Mr. W. L. Carter, Director Division of Labor
Washington, D. C.

Dear Sir:

DEC 12 1919

We have been appealing to you for several months and have gotten no results, as yet we know of. Now Mr. Carter I think we are being treated a little unfair all other Class of R.R. men have been given a scale of pay by the wedge board. and the board have made all companys comply. With the scale of pay. Except with the porters. We were given a rate of pay. which was. Supplement No 12 to General order No 27. but the board has not made this company comply with it yet. Now will you please help us in this needy time. You have hope all other Class of labor Except the porters and you have had strikes of all kind on your hands. and we haven't as yet given you any trouble. We taken the little service G.M.&N.R.R. With your ward expecting to get the other according to your

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

supplement and we haven't as yet received any thing Now Will you please enforce your rate of Pay. I sent you letters enough from our supt. Mr. Church and train master Mr. Adams Enough to prove any thing, which was true stuff you know. Signed by their own hand.

You know we ~~prove~~ lived up to the Government in time of war done all that was in our power spent every thing to that cause we possible could spare. Now will you help us in time of need? The high cost of living have gotton us behind. The call boys drawed their back time on last 15th and we haven't gotten any thing yet.

Please advise me at once just what you are going to do. Thanking you in advance for some results.

Yours truely.

A. W. Sanders train porter.

Box 214.

E-38-11-A

E-38-11-A

December 17, 1919.

Mr. A. W. Sanders,
Box 211,
New Albany, Miss.

Dear Sir:

Referring to your letter of December 9th addressed to Mr. W. S. Carter, Director, relative to the application of Supplement No. 12 to General Order No. 27 to train porters on the Gulf, Mobile & Northern Railroad.

As advised you in my letter of October 31st, the entire colored train porter situation throughout the country has been investigated and developed and laid before the Director General personally, and it is being given consideration. We hope that a determination of same will be made in the very near future.

Very truly yours,

H. P. Daugherty

Assistant Director.

as

938-11-h

Form 61

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

Aberdeen, Miss.
Feb. 10/20.

DIVISION OF LABOR

Mr. W. S. Carter, Director Division of Labor
Washington, D. C.
Hon. Mr. Carter

I am writing you tonight.

FEB 13 1920

asking information as to whether you are going to allow us our backtime as not according to supplement No 12 to Gen. Order No 27. As you haven't as yet given us a definate answer. The and from what we can learn Rail Roads will soon be back into private ownership. And it is leaving quite a hardship on us as we haven't as yet drawed what we labored for. I am most asure you will ~~feel~~ ~~our~~ sympathize with us. Thanking you in advance for a definate answer.

Yours truly.
A. W. Sanders Train Porter
Box 211.

E-38-11-A

February 16, 1920

Mr. A. W. Sanders,
Box 211
New Albany, Miss.

Dear Sir:

Referring to your letter of the 10th inst. addressed to Mr. W. S. Carter, Director, relative to back pay alleged to be due colored brain porters of the Gulf, Mobile & Northern Railroad, in accordance with Supplement No. 12 to General Order No. 27.

As stated to you in my previous letter, this question was placed before the Director General, and we understand additional instructions have been issued to the Regional Directors by Mr. W. T. Tyler, Director, Division of Operation, that where porters performed the duties as outlined in Supplement No. 12 they were to be compensated accordingly.

Very truly yours,

E. P. Daugherty

Assistant Director.

11/az

NEW ALBAN[illegible] [redacted]

E. 38. 11. a

NEW ALBANY, MISS., Feb. 28 1920

DIVISION OF

MAR 1 1920

Mr. W. S. Carter
Director Division of Labor.
Washington. D. C.

Dear Sir;

I am enclosing letter from Mr. Hagan Gen. manager. that you may see just what he writes. We will appreciate very much if you will give us the benefit of our labor.

Please return letter from Mr. Hagan to me. Thanking you for an Earlie reply.

Yours truely,
R. W. Sanders
Box 211.

UNITED STATES RAILROAD ADMINISTRATION
WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS

GULF, MOBILE & NORTHERN RAILROAD

E. D. HOGAN
[redacted]
GENERAL MANAGER

MOBILE, ALA.,
Feb. 24th, 1920

F M 45-62
O R C
B R T

Albert Sanders,

New Albany, Miss.

I have your letter of the 20th Inst., advising that you are in receipt of a letter from Mr H. C. Daugherty, Asst. Director General, stating that instructions have been issued to pay the porters on the GM&NRR back time according to Supplement #12 to General Order 27.

We have received no communication from Mr Daugherty to pay this time, but will be governed by his instructions when received.

Yours truly,

E D Hogan

H/D

E-38-11-a

March 5, 1920.

Mr. A. W. Sanders,
Box 211,
New Albany, Miss.

Dear Sir:

Referring to your letter of February 28th and enclosing letter from General Manager E. D. Hogan of the Gulf, Mobile & Northern Railroad dated February 24th, which is returned herewith, relative to instructions having been issued by Mr. Daugherty to pay the porters on the Gulf, Mobile & Northern Railroad back time according to Supplement No. 12.

You evidently misunderstood Mr. Daugherty's letter to you of February 16th, as he stated that it was his understanding that additional instructions had been issued to the Regional Directors by the Director, Division of Operation, that where porters performed the duties as outlined in Supplement No. 12 they were to be compensated accordingly.

I might add, that in order to obtain this compensation it will be necessary for the employe to establish his right to be entitled to same.

Very truly yours,

J. A. Franklin,
C. S. Lake,
Assistants to the Director General.

By:
Office Manager.

11/as

NEW ALBANY HOTEL
W. H. IVY, PROPRIETOR

E-38-11-a

N

NEW ALBANY, MISS. March 8 1920

Mr. W. S. Carter
Director Division of Labor,
Washington D. C.

MAR 10 1920

Dear Sir:

I am in receipt of your letter dated March 5, in reply to my letter of the 2-28-20, I am in hopes that I understand your of the 3-5-20, All porters of the G. M. & N. R.R. Co. were doing all head end work such as throwing switches giving signals and flagging ahead when supplement No 12. to general order No 27 was issued.

NEW ALBANY HOTEL
W. H. IVY, PROPRIETOR

Inds.

NEW ALBANY, MISS., _____ 19____

and we continued to do the same work from June 1 — 1918 to May 10 — 1919. Mr. A. J. Church ~~supt.~~ issued a bulliten that porters would give no more signals are throw no more switches. and we sent you a coppy of the bulliten for your information after which the train master wrote us a letter to call to his office and turn in our switch keys and get our reguind which was $1 50 and I also sent you that letter for your information

NEW ALBANY HOTEL
W. H. IVY, PROPRIETOR

3rd

NEW ALBANY, MISS., _____ 19____

Now Mr. Carter you have some of all that was of any service. which you I know was the complained ardus. and ofcarse if you don't have this money paid on those grounds it is unnecessary for us to try to do any more.
We claim back pay from June 1-1918 to May the 10-1919. according to supplement No 12. We understood that the wedge board was handling all pay, are we would not have put in far overtime.
All other Employes of the

NEW ALBANY HOTEL
W. H. IVY, PROPRIETOR

NEW ALBANY, MISS., _____ 19____

Rail-Road company have got their time, according to the supplements accept. the parties as you know it to be true. thanking you for a definate answer P.S. I hope that we were not mistaken in taken up the matter with the wedge board. it seems very much like it is left to the officials of this company. we understand that they did not mean to play it is possible.

I am yours,
A. W. Sanders Porter
Box 211.

Jess. Maxwell. porter J. E. Nichols porter

NEW ALBANY HOTEL
W. H. IVY, PROPRIETOR

NEW ALBANY, MISS., March 31, 1920.

Mr. W. S. Carter
Director Division of Labor,
Washington D. C.

APR 5 1920

Dear Sir,

I received letter from you dated 3/15/20 and I wrote you about the 9th in regards of the matter I stated to you as near what I thought you wanted to know. And I haven't as yet received a reply. Please advise if you received the letter.

Yours truly,
A. W. Sanders

R. L. Pope
Attorney at Law
Williamsburg, Ky.

E-38-11-C

DIVISION OF LABOR.
JAN 2 1920
DIVISION OF LABOR.

Williamsburg, Ky.

December 30th, 1919.

United States Railroad Administration,

Washington, D.C.

[redacted]

Gentlemen:-

IN RE Wages due Train porters (Colored)

I wish to ask you why it is that the Supt. of thse railroads are unwilling to pay these colored porters back pay and increase of wages due them under the plain, positive and specific rules of your administration?

I had this same question up with you on the L & N lines under R.C. Morrison, Knoxville ,Tennessee, and at first he turned the claim d own. After briefing the case preparatory to sending same to your department, Mr. Morrison,Supt, paid my clients.

Now, I represent some colored men on the Danville ,Ky., division running out of Cincinnati,Ohio, to Somerset and other points and I have asked Supt. Mitchell,Danville,Ky., to pay these colored men what the rules say they are entitled to since June,1917, having been put into and classified as trainmen and entitled to the same wages.

Shall I have to file suit to recover this or what course would be proper in the premises? Please answer as soon as convenient.

Yours truly,

R. L. Pope

E-38-11-A

January 8, 1920

Mr. R. L. Pope,
Williamsburg, Ky.

Dear Sir:

Referring to your letter of December 30th addressed to the United States Railroad Administration, which was referred to the Division of Labor -- stating that you represent some colored men on the Danville Kentucky Division of the Louisville & Nashville Railroad.

You claim they have not been paid what the rules say they are entitled to since June, 1918. For your information, the entire colored train porter situation throughout the country has been investigated and developed and laid before the Director General personally, and is being given consideration by his office - and we are hoping that a determination will be made in the very near future.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

R. L. POPE
ATTORNEY-AT-LAW
WILLIAMSBURG, KY.

E-38-1/1

March IIth, 1920.

DIV... OF LABOR
MAR 15 1920

Hon. H.P. Daugherty,
Ass't Director General of Railroads,
Washington, D.C.

Dear Sir:-

IN RE Colored Train Porters:-

Cincinnati, Danville Division, Southern Railway. It has been over two months since you wrote me that the Director General of Railroads had this matter up for his immediate consideration.

I represent some colored porters and they are continually pressing me to know what has been done- I have waited- but decided now to ascertain if there is a chance to get this adjusted without having to go to the expense and annoyance of a law suit.

Unless you can advise me I will have to take some action or I shall be dismissed and some other attorney will get the business doubtless. The only question it seems to me is whether or not the Railroad Administration will pay what the regulations and bulletins stated it would pay men regardless of color and then classed these porters as "trainmen". It seems to me that this settles the whole thing where the porters carried switch keys, greased cars, and did the specific things set forth in the various bulletins &c issued and published by your department. I think I thrashed this question out to the entire satisfaction of Supt. R.C. Morrison of the L & N and he is hard to get by. Please let me know as speedily as possible.

Yours truly,

R. L. Pope

March 22, 1920.

E-38-11-A

Mr. R. L. Rose,
Attorney at Law,
Williamsburg, Ky.

Dear Sir:-

This will acknowledge receipt of your letter of March 11th, with further reference to back pay claimed to be due Ray Foster and others, these men being colored train porters who desire to be taken care of under Supplement No. 12.

Under date of April 22nd, Mr. Franklin wrote you offering suggestions as to how this case should be handled and the suggestions seem to have been ignored inasmuch as you have merely written a letter of inquiry with regard to the general situation. You understand that there is a regular method for handling grievances which has proved more satisfactory, this method being outlined in Supplement No. [illegible] and Circular No. 5, copies attached, and I would suggest that the matter you have in hand be so handled.

Yours very truly,
C. S. Lake
J. A. Franklin
Assistants to Director General

F-AW

By:

April 2, 1920.

File E-38-11-A

Mr. R. L. Pope,
Attorney at Law,
Williamsburg, Ky.

Dear Sir:

This willacknowledge receipt of your letter of March 27th with further reference to the claim of various train porters for back pay.

We wrote you under date of March 22nd enclosing copies of Supplement 12 to General Order 27, also Supplement 6 to General Order 27 and Circular 3 but in case you did not receive these weare enclosing with this letter copies of the above named Supplements and Circular and which you will note provides rates of pay and working conditions for train porters as well as providing a certain method for handling complaints of this character, therefore, in order for us to handle this complaint it will be necessary for you to submit a joint statement of facts as outlined in Supplement 6 and Circular 3. This joint statement to be signed by the employes envolved as well as by an officer of the railroad and upon receipt of a statement of this kind claims will be given prompt consideration.

Very truly yours,

C. S. Lake,
J. A. Franklin
Assistants to Director General

By .....

S-MAB

R. L. POPE
ATTORNEY-AT-LAW
WILLIAMSBURG, KY.

E-38-11-a

March 27, 1920.

OFFICE DIRECTOR GENERAL OF RAILROADS
MAR 29 1920

United States R.R. Administration,
Washington, D. C.

Gentlemen:-

ATTENTION J.A. FRANKLIN:

In re claim colored train porters: Will state that I collected from Mr. Morrison the pay for Roy Foster. I represent some other train porters of the Southern railroad, and I had a letter from the department a few weeks ago, stating that Mr. Hines, Director General, had this question up, and was figuring out what disposition should be made of these problems, and you advised me to hold up until he finished his investigation.

Had it not been for this, I would have pursued a different course, as I thought the director general would pass on this question once for all, and that would end it.

If you will advise me whether or not the director general has abandoned this matter I will then proceed.

RLP/S

Yours truly,

R. L. Pope

88672

E-38-11-a

R. L. POPE
ATTORNEY AT LAW
WILLIAMSBURG, KY.

Office of Director General of Railroads

April I5th, I9I9.

APR 17 1919

Hon. Walker D. Hines,
Washington, D.C.

APR 18 1919

Dear Sir:-

Subject matter-Increase or Back pay due Roy Foster,:

I wish to write you relative to certain back pay which we think is due Roy Foster, a colored man of Williamsburg, Kentucky, and who was an employee on Fast Train s Nos. 3I and 32 from Knoxville, Tenn., to Atlanta and from Atlanta, Ga. to Knoxville, Tennessee.

He has been on this run for about two years and was discharged about March I0th, I9I9.

He was a porter on said trains but carried a switch key and it was his duty and he was required to pack hot boxes, couple steam hose, throw switches in addition to regular work, also had to run ahead and flag trains.

Under General Order No. 27, May 25th, I9I8, Article 6 of Wages of Railroad Employees, it is held by the Director General of Railroads that colored men employed as firemen, trainmen~~,~~ and switchmen~~,~~, shall be paid the same wages as white men in the same capacity. It seems that this man is entitled to increase and back pay from January Ist, I9I8, until he was discharged March I0th, I9I9.

He actually drew $50.00 per month and it should have been as we understand the scale$ I3I.00 per month. If this colored man is entitled to this back pay, we respectfully ask and insist that it be paid him. Please advise at once your decision. I take this manner of handling this as you have invited that we write you concerning all grievances.

Yours Truly,

R. L. Pope

88672

April 17, 1919.

Dear Sir:

This will acknowledge receipt of your letter April 15th, addressed to the Director General regarding the claim of Roy Foster for back pay account services with the Southern Railroad.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for investigation.

Sincerely yours,

(Signed) M. B. C.

Mr. R. L. Pope, Attorney,
Williamsburg, Ky.

Y.M

April 22, 1919.
E-38-11

Mr. R. L. Pope,
Attorney at Law,
Williamsburg, Ky.

Dear Sir:

This will acknowledge receipt of your letter of April 15th, addressed to the Director General and referred to this division for reply, with reference to back pay claimed to be due Roy Foster.

I attach hereto a copy of General Order No. 27 and Interpretation No. 11 as well as Supplement No. 12 thereto, and if any injustices in or misapplications of the wage orders arise, I would suggest that you endeavor to adjust the matter personally with his superior officer in the employ of the railroad and failing a personal settlement, that the matter be handled through his organization, if he belongs to an employee's association. Should he not belong to to an employee's association, then I would suggest that a joint statement of fact be prepared in accordance with the provisions of Supplement No. 6 to General Order No. 27, copy attached, such statement to be signed by employees and their representatives, as well as by the railroad officials, and forwarded to this office. Upon receipt of such a statement in this office, the matter will have prompt attention and an adjustment be effected.

Yours very truly,

encl.
7-vs

J. A. FRANKLIN

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

May the I9th, I920.

DIVISION OF LABOR.

E-3811-a

United States Railroad Administration,
Division of Labor,
Washington, D.C.

MAY 21 1920

Gentlemen:-

IN RE Henry Johnson, colored porter:-

In accordance with your request in previous letters to me and to him, I have prepared and had verified a statement showing his service and the Orders and Bulletins under which he claims back pay as a "trainman". As directed by you, I took them to the Supt. of the Southern Railway on this division where Johnson performed these service but he would not make any joint statement or statement at all. He directed me to the District Attorney, Hon. L.D. Smith, of this city and I took same up with him. I enclose his letter herewith and so it seems impossible to get any statement or joint statement from the railroad company officials here. I know of no way to make them.

I am placing full information before this department and will respectfully ask that this man though a negro be given a speedy and fair hearing on this claim and of this I have no doubt. It has been pending some time and it should be now settled it does seem to me.

Thanking you for your courteous treatment in the past, I am,

Very truly,

R. L. Pope

Attorney for Henry Johnson.

SOUTHERN RAILWAY COMPANY

LAW DEPARTMENT

L. D. SMITH
Division Counsel

CHAS. H. SMITH
ROSCOE WORD
Assistants Division Counsel

KNOXVILLE, TENN.

May 15, 1920.

Mr. R. L. Pope,
Attorney at Law,
Knoxville, Tenn.

Dear Sir:-

I beg to acknowledge receipt of your letter of May 4th, enclosing to me statement of facts by Henry Johnson, setting forth claim for back pay as colored train porter.

I have not been advised of any action by the railroad administration requiring officials of the road to answer this claim. However, I have retained copy of the statement which you sent to me.

Yours very truly,

L D Smith

Division Counsel.

THE SOUTHERN SR SERVES THE SOUTH

STATE OF TENNESSEE)
COUNTY OF KNOX) STATEMENT OF FACTS & AFFIDAVIT.

SUBJECT MATTER: IN RE-
HENRY JOHNSON,

VS # CLAIM FOR BACK PAY.

UNITED STATES RAILROAD ADMINISTRATION &
SOUTHERN RAILWAY COMPANY.

Comes now the affiant, Henry Johnson, and makes oath as follows to wit:

" He says he is a colored man, age 32 and lives and resides at Jonesbor in the State of Tennessee; that on January the Ist, I9I8 and for many months prior thereto, he was employed by and working for the Southern Railway company and for the United States Railroad Administration as train porter on trains Nos. I3 and I4 and trains Nos I7 and I8 and that his run on said trains was from the City of Knoxville to Chattanooga, in the said State of Tennessee.

He states that his duties as such train porter from the Ist day of January, I9I8, to the I6th day of December I9I9, the time for which claimant claims back pay as a "trainman" consisted of the following duties, to wit:

(a) Use hand and lamp signals for the protection and movement of trains.
(b) Open and close switches.
(c) Couple and uncouple cars and engines, and the hose and chain attachments thereof.
(d) Carry switch keys on both southern and L & N Railroads when using joint tracks.
(e) Flag trains, pack hot boxes, put in brasses,
(f) Load and unload baggage and express, load and unload passsengr and clean the coaches.

The complainant states that he was qualified to and did regularly perform the above and essential duties on each of the above trains from January the Ist, I9I8 to December the I6th, I9I9, and he

#2

states that each and all of said duties were essential and necessary and required of him by his superiors in the conduct and movement of said trains during all of said time; that he was on duty all of said time except four trips.

TRAIN CREW.

Claimant further respectfully states to the Director General of Railroads that his train crew on said trains consisted of the following men, namely:

Conductor, S.G. Haun,

Engineer, W.R. Henry,

Flagman, P.J. Wilson,

W.L. Bolds, baggage master.

He refers the Director General of Railroads to each of the said train crew as to the statements contained herein relative to his services and duties during this period of time.

Claimant states that he has for said period of time received and collected only $64.00 per month for said services; that under General Order No.27 of the United States Railroad Administration he is entitled and was entitled to the same salary as a white man for doing and performing the same or similar services for the said railway company.

That under Supplement No6 to General Order No 27 and under Supplement No.I2 to same order and issued by the United States Railroad Administration, he was and is classed as a "Trainman" and is andwas entitled to the stipulated salary of a trainman on said trains during the period from January the 1st, I9I8 to and in cluding December the I6th, I9I9.

He states that he never at any time after the issual of said Bulletins and Orders accepted the amount he received as full com pensation and has at all times demanded the salary of a trainman such as flagman or brakeman on a passenger train such as were the four trains on which he performed the aforesaid duties.

#3.

He states that he has demanded such salary from the Southern Railway company and from the United States Railroad Administration and from the Superintendent in charge of said Division of Railroads on which he performed said duties during and for said time but same was refused.

Claimant files herewith and makes part hereof Supplements Nos.6and I2 to General Order No.27 and makes the same a part of this record as fully as if copied herein,marked Exhibits "A" and "B" respectively.

WHEREFORE, the premises considered, the claimant,Henry Johnson, respectfully submits the above statement of facts to the Director General of Railroads and asks that he be paid the regular salary and compensation as a trainman received on said division of Railroads for and during the periof from January the Ist,I9I8, to and including December the I6th,I9I9,except for the four trips he was not on duty.

RESPECTFULLY SUBMITTED,

THIS APRIL THE I3TH,I920.

R. L. Pope

Attorney for Henry Johnson,

East Tennessee National Bank Bldg
Knoxville,Tennessee.

The affiant and claimant,Henry Johnson, states that the allegations contained in the above statement of facts are true as he verily believes, this the I3th daynof April,I920.

Henry Johnson

Sworn to and subscribed before me by Henry Johnson this the I3th day of April,I920.

My commission expires on the 13 day of February, I921.

J. E. Powell

Notary Public, ~~Knox~~ county,
State of ~~Tennessee~~ Ohio Franklin County.

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

Porters

E-38-11-a

June Ist, 1920.

United States Railroad Administration,

Washington, D.C.

#Division of Labor:

Gentlemen:-

IN RE Joe Gillespie and A.H. Turner, train porters:

According to your former directions in thse cases, I have prepared and my clients, Joe Gillespie and A.H. Turner, have verfied the statement as to wages, time and claim for back pay and which are similar to the Henry Johnson claim now pending before you.

JUN 3 1920

Will you kindly acknolwedge receipt of these verified statements for these two men? I can not get the Railway officials to prepare any statements at all. In fact they can not and do not deny the allegations contained in these documents. I represent still others but would like to have a ruling on these claims as soon as possible.

Yours Very truly,

R. L. Pope

Cincinnati, Ohio, m-f
May 26th 1920.

Mr. R. L. Pope, Attorney at Law,
Knoxville, Tenn.

Dear Sir:-

I return you herewith papers sent me with your communication of April 20th in regard to compensation of porters, A. H. Turner and Joe Gillespie, colored.

As I wrote you under date of December 24th 1919 these men, as well as other employees of the railroad, have been paid in accordance with the orders of the wage board or other proper authority.

Beyond this I have no statement to make.

Yours truly,

O. W. Munkee

Superintendent.

UNITED STATES RAILROAD ADMINISTRATION.

WASHINGTON, D. C., FEBRUARY 14, 1919.

INTERPRETATION NO. 11 TO GENERAL ORDER NO. 27 AND INTERPRETATION NO. 7 TO SUPPLEMENT NO. 4, AMENDMENTS, ADDENDA, AND INTERPRETATIONS AFFECTED.

STATEMENT.

Many questions have arisen as to the payment of back pay due under Section F, Paragraph (9), Article II of General Order No. 27, reading:

> "The wage increases provided for herein shall be effective as of January 1, 1918, and are to be paid according to the time served to all who were then in the railroad service or who have come into such service since and remained therein. The proper ratable amount shall also be paid to those who have been for any reason since January 1, 1918, dismissed from the service, but shall not be paid to those who have left it voluntarily. Men who have left the railroads to enter the Army or Navy shall be entitled to the pro rata increases accruing on their wages up to the time they left, and the same rule shall apply to those who have passed from one branch of the railroad service or from one road to another."

And Sections 1 and 1-A, Article IV, Supplement No. 4 to General Order No. 27, reading:

> "SECTION 1. Each railroad will in payments to employees on and after July 1, 1918, include these increases therein."
>
> "SECTION 1-A. The increases in wages and the rates established herein shall be effective as of January 1, 1918, and are to be paid according to the time served to all who were then in the railroad service, or who have come into such service since and remained therein. A proper ratable amount shall also be paid to those who for any reason since January 1, 1918, have been dismissed from the service, but shall not be paid to those who left it voluntarily. Men who have left the railroad service to enter the military service of the Army or Navy shall be entitled to the pro rata increase accruing on their wages up to the time they left, and the same rule shall apply to those who have been transferred from one branch of the railroad service, or from one road to another."

QUESTION 1. Should an employee who left the railroad service prior to the issuance of General Order No. 27 or Supplement No. 4,

to enter or enlist in the United States Army or Navy, or in the Army or Navy of our associates in the war, be entitled to back pay?

DECISION. Yes; upon satisfactory proof.

QUESTION 2. What is meant by the word "passed" as used in Section F, Paragraph (9), Article II of General Order No. 27, and the word "transferred" as used in Section 1-A, Article IV of Supplement No. 4 to General Order No. 27?

DECISION. "Passed" or "Transferred", shall apply to employees who were passed or transferred to another department, or from one division to another, or from one railroad to another, by the officers of the railroad, or where such transfer was arranged by the officers of the organizations of which the employees were members.

QUESTION 3. Should an employee, who resigned voluntarily on account of physical inability to continue in the service, be entitled to back pay?

DECISION. Yes; upon satisfactory proof.

QUESTION 4. Should an employee granted a leave of absence by the duly authorized officer of the railroad and engaging in other than railroad service during such leave, except organization committee work, be entitled to back pay?

DECISION. No.

QUESTION 5. Should an employee, who resigned voluntarily after 12.01 a. m., May 25, 1918, the date of issuance of General Order No. 27, be entitled to back pay accruing under this order?

DECISION. Yes.

QUESTION. 6. Should an employee, who resigned voluntarily prior to 12.01 a. m., July 1, 1918 (the date on which the increases provided for in Supplement No. 4 to General Order No. 27, were included in payments due employees coming under the provisions thereof), be entitled to back pay accruing under Supplement No. 4?

DECISION. No.

QUESTION 7. Should an employee, who resigned voluntarily after 12.01 a. m., July 1, 1918 (the date on which the increases provided for in Supplement No. 4 to General Order No. 27 were included in payments due employees coming under the provisions thereof), be entitled to back pay accruing under Supplement No. 4?

DECISION. Yes.

QUESTION 8. Should an employee, who resigned voluntarily to accept or secure employment at some other point on the same road, or on another road or elsewhere, be entitled to back pay?

DECISION. No; because remaining in the service at the point employed, except as herein defined, was the consideration upon which the promise to make the increase effective as of January 1, 1918, was based.

WALKER D. HINES,
Director General of Railroads.

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1919

State of Kentucky)
County of Burbon) Affidavit & Statement of Facts.

IN RE

A.H. Turner,

VS # CLAIM FOR BACK PAY- Train Porter.

United States Railroad Administration,
Director General of Railroads and the
Southern Railway company.

****

Comes now the affiant, A.H. Turner, and makes oath as follows , to wit:

He says he is a colored man over the age of 2I years and that on January the Ist, I9I8, and for some time prior thereto he was employed by and worked for the Southern Railway Company and United States Railroad Administration as Train porter on South BoundsNos. 5-I-II-3& 9 And on north Bounds, 6-2-I2-4 & IO, which runs extended from Cincinnati, in the State of Ohio to Somerset in the State of Kentucky. Affiant states that his duties as such trainporter from January the Ist, I9I8, to the I6th day of December, I9I9, the time for which he claims back pay as a train porter or trainman, conisted of the following duties, to wit:
(a) Use hand and lamp signals for the protection and movement of trains
(b) Open and close switches. (Couple and uncouple cars and engines, and the hose and chain attachments thereto and thereof.
(c) carry switch keys(d) flag trains, pack hot boxes, put in brasses.
(d) Load and unload baggage and express, load and unload passengers and clean coaches.

He states that he was qulaified to and did regularly perform the above duties which were and are essential duties on each of said trains from January the Ist, I9I8, to December the I6th, I9I9, and he states that each and all of said duties were essential and necessary and required of him by his supriors in the conduct and movement of said trains during all of said time.

Affiant refers the Director General of Railroads to his train crew on said trains for the truth of the statements contained herein relative to hisseervices and duties on said trains and during all of said time.

He states that for all of said services he received the sum of $64.00 per month, and that under General Order No·27 of the Nuited States

Railroad Adminsitration he is entitled and was entitled during said period of time to the same salary as a white man for doing and performing the same or similar services for said railway company.

That pursuant to and under supplement No6. to General Order #27 and under Supplement No. I2 of the same order, and issued by the United States Railroad Administration, he was and is entitled and classed as a "trainman, and entitled to the regular schedule price of a white trainman for and during said period of time, Jan. Ist, I9I8., to December I6th, I9I9. That he should have received the same salary as a white flagman or brakeman of a passenger train such as these.

That he has repeatedly demanded such salary and back pay from the Southern Railway company and from the United States Railroad Administration but same has been refused. Claimant files herewith and makes part hereof Supplements # 6 & I2 of General Order #27, and marks the same exhibits A and B for identification.

Wherefore, the premises considered, the claimant respectfully submits the above statement of facts to the Director General of Railroads and asks that he be allowed and paid the regular salary of a trainman on a passenger train of which he was porter for the period of time herein specified, namely, January Ist, I9I8 to December I6th, I9I9. He says his train ~~crew~~ Conductor consisted of the following:

~~Engineer~~, M.C. McCarter, W.M. ~~Terry~~ Attorney, B.G. Simonand ~~M. I. Lark~~ Jess Loyal

Respectfully Submitted,

May the 4th, I920.

R. L. Pope

Attorney for ~~Henry Johnson~~.
A.H. Turner.

The affiant, A.H. Turner, says he is the claimant herein and that the allegations contained in the foregoing statement of facts are true as he verily believes.

A. H. Turner.

Subscribed and sworn to before me by A.H. Turner, this the ~~2d~~ 5th day of May, I920. My commission will expire on the ~~2d~~ 5th day of April, 1923.

Leo Harrison

Notary Public.

State of Kentucky)
County of Burbon) Affidavit & Statement of Facts.

IN RE

Joe Gillespie

VS # CLAIM FOR BACK PAY- Train Porter.

United States Railroad Administration,
Director General of Railroads and the
Southern Railway company.

****

Comes now the affiant, ~~Joe Glisper~~ Joe Gillespie, and makes oath as follows , to wit:

He says he is a colored man over the age of 2I years and that on January the Ist,I9I8, and for some time prior thereto he was employed by and worked for the Southern Railway Company and United States Railroad Administration as Train porter on South BoundsNos. 5-I-II-3& 9 And on north Bounds, 6-2-I2-4 & I0, which runs extended from Cincinnati,in he State of Ohio to Somerset in the State of Kentucky. Affiant states that his duties as such trainporter from January the Ist,I9I8, to the I6th day of December,I9I9, the time for which he claims back pay as a train porter or trainman,conisted of the following duties, to wit:
(a) Use hand and lamp signals for the protection and movement of trains
(b) Open and close switches.(Couple and uncouple cars and engines,and the hose and chain attachmens thereto and thereof.
(c) carry switch keys(d) flag trains, pack hot boxes,put in brasses.
(d) Load and unload baggage and express,load and unload passengers and clean coaches.

He states that he was qulaified to and did regularly perform the above duties which were and are essential duties on each of said trains from January the Ist,I9I8, to December the I6th,I9I9, and he states that each and all of said duties were essential and necessary and required of him by his supriors in the conduct and movement of said trains during all of said time.

Affiant refers the Director General of Railroads to his train crew on said trains for the truth of the statements contained herein relative to hisservices and duties on said trains and during all of said time.

He states that for all of said services he received the sum of $64.00 per month, and that under General Order No°27 of the United States

Railroad Administration he is entitled and was entitled during said period of time to the same salary as a white man for doing and performing the same or similar services for said railway company.

That pursuant to and under supplement No.to General Order #27 and under Supplement No.II of the same order, and issued by the United States Railroad Administration, he was and is entitled and classed as a "trainman, and entitled to the regular schedule price of a white train member and during said period of time, Jan.1st,1918, to December 16th, 1919. That he should have received the same salary as a white flagman or brakeman of a passenger train such as these.

That he has repeatedly demanded such salary and back pay from the Southern Railway company and from the United States Railroad Administration but same has been refused. Claimant files herewith and makes part hereof Supplements # 6 & II of General Order #27, and marks the same exhibits A and B for identification.

Therefore, the premises consid red, the claimant respectfully submits the above statement of facts to the Director General of Railroads and asks that he be allowed and paid the regular salary of a trainman on a passenger train of which he was porter for the period of time herein specified, namely, January 1st, 1918 to December 16th, 1919. He says his train crew consisted of the following:

Conductors.

Mike ~~[illegible]~~ Cohen, Mr. ~~[illegible]~~ Haley, and Ben McGraw.

R. L. Pope
Attorney for Joe Gillespie

The affiant, Joe Glisper, makes oath and states that the foregoing allegations set forth herein are true as he verily believes. This he

Joe Gillespie
Claimant.

Subscribed and sworn to before me by Joe Glisper this the 5th day of May, 1920. My commission will expire on the 5th day of April, 1923

Leo Narusson
Notary public.

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

...ON OF LABOR

June 10th, 1920.

United States Railroad Administration,

Washington, D.C.

Attention Department of Wages:

Subject matter, claim of A.H. Turner and George Gillespie:-

Gentlemen:-

Several days ago I sent you the verified claims of A.H. Turner and George Gillespie, colored train porters, who are filing for back pay, dd you receive same as I have never got any acknowledgment from them?

These colored men are insistent on my pressing for a decision. Other railroad sysytems paid these or this class of men without murmur. If I can not get the department there to act favorably on these verified statements which the railroad company does not and can not deny, then I want the privilege of going to the courts for a construction of said orders and bulletiins .

Yours Very truly,

R. L. Pope

Attorney for A.H. Turner and Geo. Gillespie.

18685

(1) E-38-11-a

Monroe La

Oct 10-6-1919

OCT 8 1919

Mr Walker D Hines
Washington D.C.

Dear Sir we has not
Recieved the Pay on the
Missouri Pacific Rail Road
Between Monroe La
and Midalia La
yet which you Granted
us the united States
Rail Road Administration
April th 10-1919
Supplement no 16-
general order no 27
Effective January th 1-1-1919
said on all Passinger
train the

(2)

Flagman and Brakeman would Receive the Rates of $2.66 Per 100 hundred they Pays $2.66 Per 100 allone the Missouri Pacific ~~R~~ Rail Road Except one Branch Rail Road from Monroe La to Midalia La one 112 hundred and twelve miles they Pay the Flagman $2.00 Per 100 hundred and Pay the Brakeman $2.30 Per Day and we ~~R~~ make a Round trip Ever two Days Which that Day We Runs 238 and only Receive $2.30 for that and on Duty

(3)

15 hours and hear is
the Work the Brakeman
Do on train no 803-804-805
and 806 Between
Monroe Ia and Midalia Ia
flag Rail Road Crossing
throwes Switches
handle Baggage Express
and Discharge and
Receive his Passingers
that Tot of Work for $2.30
Per Day at this his Cost
of Living the Brakeman
Do more work and get
less Money on the M.O.P.R.R
Branch ~~Bett~~ Betwee
Monroe Ia and Midalia Ia
then the flagman he Does

not handle any Baggage
and Express
the Brakeman Which they
Call train Porter has
to Pay 65 to 85 cent per meal
and from 50 to 75—1.00 a
night for Room Rent ~~[illegible]~~
and Shoe Shine uniteform
Clean and Press once and
a week and a family to
take care of
Mr. D. Hines Will you
Please have them to correct
the mistake Please i work
and made 39.20 in Passinger
Service Since June 24-1919
and only Recieved Pay
for 2600 miles 13.20 i work

(5)

i has nat Recewed
any Pay nyet far it
Berck time ya may
Call it far it Ben Due
Some time a go
But i has nat Receive it
nyet and non the Rest
of Brakeman on this Branch
has nat Received it we wont
ya to see after it far us
Please yours truly
John Mitchell Brakeman
M.O.P.R.R. Monroe La

UNITED STATES RAILROAD ADMINISTRATION.

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS.

WASHINGTON, D. C., AUGUST 30, 1918.

SUPPLEMENT NO. 6 TO GENERAL ORDER NO. 27.

In General Order No. 27 and supplements thereto, and in certain memoranda of understanding creating Railway Boards of Adjustment put in effect by General Orders No. 13 and No. 29, methods have been provided for interpretation of wage orders issued by the Director General upon recommendations of such boards and the Division of Labor, "subject always to review by the Director General." For the purpose of affording prompt interpretations of all wage orders issued by the Director General, the duties and authority of the Board of Railroad Wages and Working Conditions are hereby extended to include investigations and recommendations to the Director General of interpretations of all such wage orders, when requested to do so by the Director of the Division of Labor.

It should be understood by railroad employees that it is impracticable to give interpretation on exparte statement, to the thousands who request information as to the manner in which wage orders should be applied in individual cases. Operating officials of the railroads are required to place wage orders in effect fairly and equitably, and should differences of opinion arise necessitating a formal interpretation, the matter will be disposed of in the following manner:

When a wage order is placed in effect in a manner with which an employee, or the employee's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employees and the contentions of officials, signed by the representatives of the employees and the officials, will be transmitted to the Director of Labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General. Upon the receipt of interpretation from the Director General, the Director of Labor will transmit such interpretation to the Railway Boards of Adjustment for their information and guidance, in the

application of such interpretation to existing conditions, or to questions arising from the incorporation of the order as so interpreted into existing agreements on all railroads under Federal control. As occasion demands, all interpretations will be printed and given general publicity, for the purpose of communicating the information to all concerned, and thus avoiding the necessity of duplication of interpretations.

On and after September 1st, 1918, any disagreement between the employees and the officials, over the application of any wage order, will be submitted to the Director of Labor, as outlined above, but in order promptly to dispose of all requests for interpretations previously presented to the Division of Labor, or to the Boards of Adjustment, such requests will be immediately recorded and transmitted to the Board of Railroad Wages and Working Conditions by the Director of Labor.

Nothing herein contained revokes authority granted to the Division of Labor of Railway Boards of Adjustment in determining disputes arising in connection with the application of interpretations of wage orders to existing conditions, or in connection with the incorporation of such interpretations into existing agreements.

W. G. McAdoo,
Director General of Railroads.

WASHINGTON : GOVERNMENT PRINTING OFFICE : 1918

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

DIVISION OF LABOR

WASHINGTON

August 30, 1918.

CIRCULAR NO. 3

As set forth in General Order No. 8, issued February 21, 1918, it is the desire of the Director General that harmonious relations be maintained between the officials and employes of all railroads under Federal control.

> "All now serve the Government and the public interest only. I want the officers and employes to get the spirit of this new era. Supreme devotion to country, and invincible determination to perform the imperative duties of the hour while the life of the Nation is imperiled by war, must obliterate old enmities and make friends and comrades of us all. There must be cooperation, not antagonism; confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each other's rights and feelings; a fine discipline based on mutual respect and sympathy; and an earnest desire to serve the great public faithfully and efficiently. This is the new spirit and purpose that must pervade every part and branch of the national railroad service."

In the adjustment of differences of opinion, not involving rates or amount of wages, or hours, that arise in the relations between the officials and employes, which differences are to be expected, sincere effort should be made to reach a common understanding without the necessity of reference to the Director General, or to the Division of Labor. Where such controversies are not so adjusted, or where questions involving rates or amount of wages or hours are raised, the following methods will be adopted:

(*a*) Requests by employes for increases in wages, in addition to increases provided for in wage orders, will be filed *only* with the Board of Railroad Wages and Working Conditions, to which Board has been assigned the duty of hearing, and investigating such matters, as provided in Article VII of General Order No. 27.

(*b*) The method of securing interpretation of wage orders is prescribed by the Director General in Supplement No. 6 to General Order No. 27 issued this day, and the prescribed method should be followed in cases involving interpretations of wage orders.

(*c*) When employes are represented by Railway Boards of Adjustment, the procedure as to all controversies within the scope of their duties will be as directed in general orders creating such Boards. The fact that certain employes are not represented by Railway Boards of Adjustment will in no manner deprive them of any of the benefits accruing from such Boards. An Assistant to the Director of the Division of Labor has been appointed, and a staff of representatives has been organized, for the especial purpose of rendering the same service to such employes as though represented by a Railway Board of Adjustment. Boards of Adjustment have been created by understanding with the larger organizations of employes, for the convenience of handling such matters and to relieve the Director of the Division of Labor of adjusting same. It is not practicable to create Railway Boards of Adjustment, except for the larger organizations of employes.

(*d*) Requests for adjustments in wages by employes *not* represented by Railway Boards of Adjustment, which requests are based upon existing practices or adjustments reached through former arbitrations and settlements, will be presented to the proper officials of the railroads, and negotiations will be conducted in the usual manner up to the chief operating officer, or officer designated by him. Should no agreement be reached, and it appear to be necessary to take the matter further, a joint statement of facts (in duplicate) will be prepared by the representatives of the employes concerned and the proper officials of the railroad, and submitted to the Director of the Division of Labor of the United States Railroad

Administration. Attached to such joint statement of facts will be such brief arguments by both parties to the controversy as is believed desirable by those concerned. When an adjustment is not then reached through correspondence, a representative will be assigned to investigate, and if by his assistance no agreement is then reached, the matter in controversy will be referred again to the Director of the Division of Labor.

(*e*) Personal grievances or controversies arising under interpretation of wage agreements, and all other disputes arising between officials of a railroad and its employes *not* represented by Railway Boards of Adjustment, will be handled in the usual manner by the individual, his representative, or by committees of employes, up to and including the chief operating officer of the railroad, or officer designated by him, when, if an agreement is not reached, the chairman of the committee of employes and the officer of the railroad will refer the matter to the Director of the Division of Labor, in the same manner as provided in paragraph (*d*) of this circular.

(*f*) When an employe, or class of employes, is not represented by committees, and negotiations can not be conducted in the usual manner, matters of complaint will be taken up with the proper officials of the railroad. When such employe or employes desire to appeal to the Director General, a complete statement of the cause of complaint will be filed by such employe or employes with the Director of the Division of Labor. When an adjustment is not reached through correspondence, a representative will be assigned to investigate, and if by his assistance no agreement is then reached, the matter in controversy will be referred again to the Director of the Division of Labor.

(*g*) General Order No. 8 suspended negotiations for revision of schedules or general changes in conditions affecting wages and hours pending decision of the matter by the Director General, which was accomplished by General Order No. 27. No order has since been issued either prohibiting or directing that negotiations for revisions of working conditions be undertaken. This matter is left to follow the usual course, except that all requests for increases in wages, reduction of hours, or special rates of overtime will be taken up directly with the Board of Railroad Wages and Working Conditions. Where working conditions are not agreed upon by committees of employes and the officials of the railroads, a joint statement of the points at issue will be prepared and filed with the Director of the Division of Labor, attaching thereto such brief arguments as may be desired. When an adjustment is not then reached through correspondence a representative will be assigned to investigate, and if by his assistance no agreement is then reached, the matter in controversy will be referred again to the Director of the Division of Labor.

Nothing herein contained has reference to employes of railroads not under Federal control.

W. S. CARTER,
Director Division of Labor.

Approved:
W. G. McADOO,
Director General of Railroads.

STATEMENT OF FACTS.

SUBJECT MATTER- W.M. LAWRENCE, Train porter.

W.M. LAWRENCE,

VS # CLAIM F OR BACK PAY.

UNITED STATES RAILROAD ADMINISTRATION,
JOHN BARTON PAYNE, AS AGENT, and
SOUTHERN RAILWAY COMPANY,

****

Comes now the affiant, W.M. Lawrence , and states under oath that he is a citizen of Tennessee, though absent therefrom at work in the State of Indiana. He says he is a colored man and about 30 years of age; that on January the 1st, 1918, and for many months prior thereto , he was employed by the Southern Railway company as train porter on one or more of its passenger trains which operated out of the City of Knoxville, Tennessee, and the trains on which affiant worked as a trainporter during and for the time beginning with January, 1918 and ending with Dec. 31st, 1919, were Nos. 11, 12, 27 and 28.

Affiant states that the destination of said trains was Atlanta Knoxville, and that he was train porter on said passenger trains during practically all of that time and he says the duties which he performed while in said service and which was necessary, and which he regularly performed and which were essential in the operations of said trains and required by his superiors in charge thereof, were :-

a) Use hand and lamp signals for the protection and movement of said

trains,

(b) Open and close switches.
(c) Couple and uncouple cars and engines, and the hose and chain attachments thereof.
(d) Carry switch keys.
(e) Flag trains, pack hot boxes, put in brasses.
(f) Load and unload passengers, baggage and express and clean coaches.

He states that he was able, and qualified to do and perform and did regularly perform all of the above services.

He says his train crew consisted of the following:

Engineer, J. H. Bassy
Conductor, J. J. Wiensky
Fireman, extra man
Brakeman J. C. Hedrick

Affiant refers the department to these men as to the truth of the statements herein contained. He says that for and during all of this period of ti e for which he claims back pay he received the sum of about $ 69.20 per month and that under General Order No. 27 and supplements thereto issued by the United States Railroad Administration, he was and is entitled to the same compensation and salry as a white brakeman or trainman, and he files herewith his said supplements in support of this claim.

He says that under supplement #12, he was and is classed as a "trainman" and entitled to a trainman's salary during said period of time. That he has never been paid in full since the issual of said bulletins and he has at all times demanded the pay of a trainman for said services done and performed by him. That he has demanded said back pay from the Southern Railway company on which division he worked but same has been refused.

He files herewith and makes part hereof said supplements and marks the same exhibits I & 2.

WHEREFORE, the premises considered, your claimant, W. M. Lawrence, submits the foregoing statement of facts to the Department of Labor and asks the same to grant him said back pay and allowance in accordance with said orders, directions and Bulletins of the United States Railroad Administration.

Respectfully Submitted,

W. M. Lawrence

H

R. L. Pope

Attorney for W.M. Lawrence.

The affiant, and claimant, W.M. Lawrence, makes oath and says that the allegations contained in the above statement are true as he believes.

W. M. Lawrence

Affiant & Claimant.

Sworn to and subscribed before me by W.M. Lawrence, this the 5 day of June, 1920.

My commission will expire on the 5 day of Nov., 1921.

STATE of INDIANA)

COUNTY of Lake)

Stephen S. Pargenoff

Notary Public.

SEAL.

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

June 10th, 1920.

United States Railroad Administration,

Washington, D.C.

Gentlemen:-

IN RE Wm Lawrence, colored train Porter, So. Ry.

I herewith send you his application for back pay made out in due form and will ask the department of Labor to take same up and pass on it at once. As I understand it, I can not file a suit in court until your department has first had a chance to act upon these railroad wage orders thatwere issued during the war period.

My clients are annoying me to death and want to know why I can not get a ruling. Please, therefore file this and let me knowas soon as conveneient. Most all other roads have paid these pporters according to the bulletions issued. Please receipt for this affidavit and statement.

Very truly,

R. L. Pope

Attorney for Wm Lawrence.

148047

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

Director General of Railroads

August the I6th, I920.

E 38-11

AUG 18 1920

Hon. John Barton Payne,
Washington, D.C.

Dear Sir:-

IN RE John F. Blakney, colored train porter:-

I herewith send you an other affidavit of this negro who claims back pay as a train porter under General Order No.27, supplement #I2 thereto.

It seems that I havewritten to every department of the Gov. Railroad service there to get a definite construction on these train-porter cases. I have not as yet been able to do so. I have prepared affidavits and sent as directed and it looks now like I shall be compelled to go to the courts for relief.

The wording of these orders of your predecessor, Wm G. McAdoo seems to me to be plain and unequivocal. However, if you as Director General and special agent of the President of the United States, take an opposite view and will so state it, I can then take my course. These colored men are entitled under the supplement supra to the same wages as white men who did the same service.

If convenient, I shall be pleased to hear from you about this as my other correspondence has been shifted from one department to an other there so that the more I write the less I know. I trust I have mnot been impertinent as I would like to have a straight ruling on these matters which have been pending nearly two years.

Yours truly,

R. L. Pope

Attorney for John F. Blakney.

Williamsburg,Ky.

March 5th,I920.

State of Kentucky)

County of Whitley) Affidavit .

DUPLICATE.

The affiant, John F. Blakney, says he is a colored man and lives in Knoxville,Tennessee. He says that from January Ist,I9I8, until on or about February the 20th,I920, he was a train porter on the L & N R.R. from Knoxville,Tennessee to Cincinnati,Ohio, and intermediate points on trains # 3I & 34 to Cincinnati from Knoxville,and ,on trains # 32 & 33 from Knoxville ,Tennessee to Atlanta,Ga.

He says that while in the employ of said railroad company and while under the management of the United States Railroad Administration, he did and performed and was able to do and perform the following duties, except when said train was controlled by conductor, Fate Perkins, to wit:

Carried switch keys, gave hand and lamp signals, packed hot boxes, greased hot boxes, opened and closed swithces, coupled and uncoupled cars and engines, flagged trains, loaded and unloaded passengers, cleaned coaches, and in fact did and performed all the things and duties mentioned in Supplement #I2 to General order #27, which make and classify him as a trainman on a passenger train; That said duties were necessary and essentitial in the movement and operation of said trains and that he has been paid on ly at the rate of ~~$about~~ $54.00 per month for said services ecept a few trips under conductor Fate Perkins and when under him, he was paid for said ex tra duties.

He says that he is informed and believes that he was and is entitled to the sum of $I60.00 per month for said services from January Ist,I9I8 until December I9I9, and that same is/sjust and unpaid except as herein set out.

Subscribed and sworn to before me by John F. Blakney, This the 5th day of March, 1920.

My commission will expire February the 14th, 1920.

R. L. Pope

Notary Public, Whitley county,

Kentucky.

R. L. POPE
ATTORNEY AT LAW
EAST TENN. NAT'L BANK BLDG.
KNOXVILLE, TENN.

August the I8th, I920.

638-11-a

Hon. O.S. Lake,
Washington, D.C.

Dear Sir:-

IN RE Claims for Train Porters, back pay:-

I have before me your letter regarding the claim of John F. Blakney in which you say it is already out lawed since not filed by JulyI5th. In as much as you are so prompt to answer one that has been out lawed, will you kindly advise me the ruling on the case of A.H. Turner, Joe Gillespie and about I5 others from this City which have been filed and pending for almost a year?

The porters are not to be censured for filing these claims as Mr. McAdoo made the regulations, issued the bulletins and these negroes did and performed this work. We have done every thing the department has called on us to do. I have Briefs in there for some of the porters that I can get no action on whatever. The Orders are plain and is in print and I most respectfully ask the department if it is going to ignore General Order #27 as amplified by supplement #I2 in paying these claims of these colored porters, and if it is, then I propose to invoke the power of the VCourts. This matter has been before the department for months and months and I respectfully ask a ruling on these cases that are filed in time.

Please let me hear from you specifically on the points embraced supra.

Very Respectfully,

R. L. Pope

To Mr. w.H. ardy.
asst.director.of .div.labor.
United statesrailroad adminstration
Washington.
D.C.

E 38 11 a

4.13.1920.

Mr. dardy .
Dear dir
in regards to this letter

These are the names of the men that certify tha t.
E.D.Edw ards. porter have performed.the dutiesasDIVISION OF LABOR
A passinger train brakeman. from the time stated
With the time stated that brought me with in the
Scope septel.no.12. to.general. order no.27.
And the names on the frount page is the men that
Was with me dureing the time.that i performed the
Duties as a passinger train brakeman.
And i wisb that you enform me to that
When i may look for my back pay

APR 15 1920

E.D.Edwards

I am your umble servant. E.D. dwards.
Porter. Train. no.7&8.
#7.Wilhoit.alley
Chattanooga. Tenn.

Mr. W.H. Dardy

Chattanooga,Tenn,

4.13.1920.

To Whom it may consern,

This is to certify that E,D,Edwards,

Have performed the duty as a passinger

Train, brakeman, from feb,10,1919,

To_____1919, and after my duties was curtailed,

And these folling names are the men sign, their Names,as witness

Con W D Summers

Flag John McCoy

Bag,M,_____

Eng A C Jeffers

Fir W H Lee

Porter E.D. Edwards

Oakdale,& Chattanooga,Div,

Chattanooga tenn 4.13,1920,

Dear sir,

I am writeing you a short letter as i served
In the worlds war,
And enlisted,oct,29 th,1917, and went over sea,
And was in action on the ST,DIE, sector,and was
Wounded,in right leg,&foot,on sept 18,1918,
And arrived in the U,S,A,dec,31,1919,and i
Rec a arnOble discharge, feb,4,1919,and arrived
In chattanooga tenn,feb 8th,1919,
And returned to work at my former employment
With the southern,R,Y, company feb,10.1919,
And i wish that you would look into this matter
At your earliest convenion,
And i am now your umble servant.

E.D.Edwards

Porter.E.D,Edwards.
#7 Wilhoit alley.
Chattanooga.Tenn,

6-38-11-A

April 21, 1920.

Mr. E. D. Edwards,
7 Wilhoit Alley,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge receipt of your letter of the 13th inst. addressed to Mr. Daugherty, Assistant Director of the Division of Labor, which we understand to be with reference to non-application of Supplement No. 12 to you in the work you were doing for the Southern R. R.

We attach hereto copies of Supplements 12, 16 and 25, together with interpretations thereto, from which you will be able to see the rates of pay that trainmen should have enjoyed after their issue. Previous to their issue General Order No. 27 applied to this class of service, copy attached.

If there has been any injustice in the application of the wage order we would refer you to Local Grievance Committee of the organization undertaking to represent the class of service you were performing, this in accordance with the provisions of Supplement No. 6 to General Order No. 27 and Circular No. 3, copies attached.

Very truly yours,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

Encs.
7

E-38-11a

Chattanooga Tenn.

/30/20

Hon.Judge.R.M.Barton.

Dear Sir I Written To Mr,Daugherty Director Of Division Of Labor.A Few Days Ago Conserning My Back Compansation·Which Was Due Me From 2/10/1919/To.7/23/1919.In Mr Carters Reply He Refured Me To You I Have Complied With Supliment #12.To Genaral Order #27.And Also Have My Statement By The Following Names.

Cond W.D.Summers.

Flag: John McCoy.

Eng: A.C.Jeffery.

Firm. W.F.Lee.

These Names Is In The Hands Of Mr,Daugherty Which They Sign Them Selves I Was A Solder In The Worlds War And Was Wounded In France Sept,18 1918.In Wright Foot And Leg And Received An Honarble Discharge Feb The 4th 1919.And Return Back To Work Feb The 10.1919.I am InMuch Need For The Means Which Are Due Me,Under Supliment #12,To General Order No 27,And I Have Ben Drawing $72.50,Per Month Performing The Duties As A Brakeman When I Should Have Received $160.00Per Month.I Am Running On C.N.O.&.T.P.R.Y.Between Chattanooga And Oakdale,Tenn.On Train 7.And 8.I Am Your Humble Servant

F.D. Edwards

F.D.Edwards.
#7 Wilhot.Alley.
Chattanooga.Tenn.

G. S. Lake

May 12, 1920.

Mr. E. D. Edwards,
7 Wilhoit Alley,
Chattanooga, Tenn.

Dear Sir:

This will acknowledge your letter of April 30th, in regard to back pay you claim to be due you from the G. N. O. & T. P. Railroad.

This matter is now in the hands of the Southern Railroad, and I am sure it will be adjusted in the near future.

Very truly yours,

5-25

Form G-19

FILE NO. Q1-24806

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Washington, D.C.,
February 3rd, 1920

SUBJECT: Salary and Wages.

E 38-11-6

MEMORANDUM Mr. W. S. Carter:

For your handling, attached is communication from Mr. William McGrann, Montello, Nevada, in regard to interest on increase.

This closes our file.

DIVISION OF LABOR.

E.H.Lamb,
Chief.

EHL/GK
M

BUREAU FOR SUGGESTIONS AND COMPLAINTS.

Mr. Dougherty

FEB 5 1920

Form G-19

FILE NO. Q1-24806

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Washington, D.C.,
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E.H.Lamb,
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EHL/GK
M

BUREAU FOR SUGGESTIONS AND COMPLAINTS.

Mr. Dougherty

FEB 5 1920

7022

Local
M-SO 266

MIN Form SO-4

24806

FILE NO. 7

NAME McGrann Wm

CLASSIFICATION Q 1

ASSIGNED TO Lamb

Form 7022 Local (M-SO 2600)

Director General of Railroads

Southern Pacific Railroad Western Pacific Railroad

24806 RAILWAY CLUB SERVICE

These Prices for Employes Only

À LA CARTE 1-29-20

Dear sir I want to know if I am intelled to four per cent increa that was granted to trainmen Jan 1 1919 I was employed on Pennsylvania Lines west of Pittsburgh as Firt Brakeman Pgh Div from Denison to Pittsburgh Pa and had to leave before it was paid I left on June 2 1919

Yours truly

William McGrann

Monticello Ills

February 3rd, 1930

File CL-24066

Subject - Salary and Wages.

My dear Mr. McGrann:

Mr. Hines has asked me to acknowledge receipt of and thank you for your letter of January 29th, with reference to interest on increase.

Appropriate attention will be devoted to this subject by the properly constituted authority.

Yours very sincerely,

Chief.

Mr. William McGrann,
Ely, Nevada.

HHL/GK
H

B-38-11-A

Mr. William McGrann,
Montello, Nevada.

February 10, 1920.

Dear Sir:

Referring to your letter of January 29th, addressed to the Director General, which was referred to the Division of Labor; relative to back pay which you feel to be due you for services rendered the Pennsylvania Lines West, as freight brakeman on the Pittsburgh Division between Dennison, Ohio and Pittsburgh, Pennsylvania.

We are taking this question up with the Federal Manager for investigation, and as soon as we have heard from him we will advise you further.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/az

E-38-11-A

FILE

February 10, 1920.

Mr. G. L. Peck, Federal Manager,
Pennsylvania Lines West,
Pittsburgh, Pa.

Dear Sir:

The Director General is in receipt of a letter from Mr. Wm.McGrann, Montello, Nevada, stating that he is entitled to back pay for services rendered as freight brakeman for the Pennsylvania Lines West, Pittsburgh Division, between Dennison, Ohio, and Pittsburgh, Pennsylvania, from January 1st, 1919, having left the service June 26th, 1919.

Will you kindly investigate this claim and advise me what action is taken?

Very truly yours,

H. B. Daugherty

Assistant Director.

11/as

Go to Mr. D. W. Baldwin,
Regional Director.

COPY

Form G-77.

2—8675

PENNSYLVANIA SYSTEM

Central Region E 38-11-A

Pittsburgh, Pa., March 19, 1920.

Mr. J. A. Franklin,
Assistant to the Director General,
Washington, D. C.

Dear Sir:

Referring to Mr. H. P. Daugherty's letter of February 10th, file E-38-11-A, to Mr. G. L. Peck, relative to request of Mr. Wm. McGrann, Montello, Nevada, for back pay for services rendered the Pennsylvania Lines West of Pittsburgh from January 1st to June 26th, 1919:

Our records show that check No. 67932, amounting to $44.65, covering back pay due Mr. McGrann was mailed to his address early in August, 1919. It was returned by the Post Office Department, however, due to his failure to call for it. If Mr. McGrann will furnish his correct Post Office address, the check will be forwarded to him promptly.

Yours truly,

R. H. O'Donnell
Vice-President.

DIVISION OF LABOR.
MAR 22 1920

March 26,1920

E-38-11-A

Mr. William McGrann,
Montello, Nevada.

Dear Sir:

With further reference to your claim for back pay for services rendered the Pennsylvania Lines West of Pittsburgh from January 1 to June 26,1919:

We are advised by Vice President R. L. O'Donnel, Pennsylvania System, Central Region, that the records of the road indicate that check No. 67932, amounting to $44.65, covering back pay due you was mailed to your address early in August 1919. It was returned by the Post Office Department, however, due to your failure to call for it. We have now furnished Mr. O'Donnel with your present address and no doubt you will receive this check within the near future.

Yours truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

AR

March 26,1920

E-38-11-A

Mr. R. L. O'Donnel,
Vice President, Pennsylvania System,
Central Region,
Pittsburgh,Pa.

Dear Sir:

We wish to thank you for your letter of March 19th, relative to request of Mr. Wm. McGrann, Montello, Nevada, for back pay for services rendered the Pennsylvania Lines West of Pittsburgh from January 1st to June 26,1919.

We note you state that check No. 67932, amounting to $44.65 covering back pay due Mr. McGrann was mailed to his address early in August 1919 and was returned by the Post Office Department, due to his failure to call for it. We wish to advise that we have addressed two communications to Mr. McGrann at Montello, Nevada, under date of February 3rd and 10th and as neither of these communications have been returned to this office,presume same have reached him. We,therefore, believe that Montello, Nevada, is Mr. McGrann's correct Post Office address.

Yours truly,

C. S. Lake
J. A. Franklin
Assistants to Director General

By .....

AR

Pennsylvania System

Central Region

PENNA. R.R. CO.
W. J. & S. R.R. CO.
N.Y. P. & N.R.R. CO.
P. C. C. & ST. L. R.R. CO.
G.R. AND I. RY. CO.
C.V. & M.R.R. CO.
C., L. & N. RY. CO.
L. B. & T. RY. CO.
L., A. & S. R.R. CO.
W. & W.R.R. CO.
O.R. & W. RY. CO.
P. & C. FERRY CO.

RICHARD L. O'DONNEL
VICE PRESIDENT

Pittsburgh, Pa., May 11, 1920.

E-38-11-a

DIVISION OF LABOR.

Mr. C. S. Lake,
Mr. J. A. Franklin,
Assistants to Director General.
Washington, D. C.

MAY 14 192

Dear Sirs:

Your letter of March 26th with reference to back pay for William McGrann, for services rendered from January 1st to June 26, 1919:

Pay check No.67932, amounting to $44.65 in Mr. McGrann's favor was mailed to Montello, Nevada, by United States mail, on May 1, 1920.

Yours truly,

RL O'Donnel

Vice-President.

May 18, 1920.

File E-38-11-A

Mr. William McGrann,
Montello, Nevada.

Dear Sir:

Will you please refer to exchange of correspondence with this office in regard to certain back pay which you feel to be due you from the Pennsylvania Railroad.

This matter has been handled with the officers of that line and I am advised under date of May 11th that pay check No. 67932, amounting to $44.65 in your favor, was mailed to you at Montello, Nevada, on May 1st, 1920.

I trust this will satisfactorily dispose of your claim.

Very truly yours,

J. A. Franklin

S-MY

May 18, 1920.

File E-38-11-A

Mr. R. L. O'Donnel, Vice President,
Pennsylvania System, Central Region,
Pittsburgh, Pennsylvania.

Dear Sir:

This will acknowledge your letter of May 11th, replying to ours of March 26th, with reference to back pay for William McGrann, for services rendered from January 1st to June 26th, 1919.

I understand from your letter that back pay amounting to $44.65 was mailed to Mr. McGrann at Montello, Nevada, May 1st, 1920. I am communicating this information to Mr. McGrann.

I thank you kindly for your efforts in his behalf.

Very truly yours,

G. A. Franklin

5-MJ

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, DIRECTOR GENERAL OF RAILROADS

WASHINGTON

C. S. Lake
J. A. Franklin
Assistants to Director General

DIVISION OF LABOR

May 18, 1920.

File E-38-11-A

JUN 4 1920

Mr. William McGrann,
Montello, Nevada.

Dear Sir:

Will you please refer to exchange of correspondence withthis office in regard to certain back pay which you feel to be due you from the Pennsylvania Railroad.

This matter has been handled with the officers of that line and I am advised under date of May 11th that pay check No. 67932, amounting to $44.65 in your favor, was mailed to you at Montello, Nevada, on May 1st, 1920.

I trust this will satisfactorily dispose of your claim.

Very truly yours,

J. A. Franklin

5-MJ

Diviesion of laber
Mr,W.S.Carter,Director

Helena Ark
Februar 18.19

Mr,JA.Franklin
G.W.W.Hanger
H.P.Dougherty
assistant Directors

Dear Sirs, in Reply to yours of the 18.inst refer to file=E=38=11 .....Iam employed by the Missouri Paciffic Railroad, CO. and was given switch keys at the office and assigned Train #843=844 as member of the crew the duty I preforms is Flagging ahead of the Train to Lead and unlead passenger Cupple and uncupple cars when out of the terminal and Cupple and uncupple steam hose and air hose and testy the air ventilate cars lock and unlock switches and test them for the safty of the train and give sagnals for the safty movement of the train assist in turning the train and handling Box cars daily at clarendon.....
.....This to Certify that the above statment is correct made by Train Porter
..... Ed Harness .....
he have preform these dutys by my instruction
.....
Regular Conducter
sign

address 207 Missouri St,
Helena Ark

DIVISION OF LABOR.

FEB 26 1920

Mr, Walker D Hines
Director General
of Railrodes
Washington D C

K E-28-11 135380

Helena Ark
Jan 29th1920

Dear,Sir, I am A Train Porter employed on the Missouri Pacific Railroad Memphis Division Train No, 843= 844 between Helena and Clarendon I have made 364 days last year and I am on the same job yet I am not being paid according to provision outlined in supplement No.16 to TO general Order No.27. my rate of pay is $65.00 while all the orther men doing the same class of work make [redacted] $120.00 to $170.00 per month I have already taken this matter up with the R R. Officials and failed to get A faverable reply I have also taken it up with the Protective Order of Railway Trainmen who said the case was in your hands waiting adjustment since I no you [redacted] realize what kind of living A man can make for A family at $65.00 per month you will indulge me in writing thanking you in advance for a faverable reply

I beg to remain humbly Yours
Ed,Harness

address

207 Missouri ,Street
Helena
Ark

DIVISION OF LABOR
FEB 3 1920
FEB 2 1920

Mr Daugherty

135380

February 2, 1920.

Dear Sir:

This will acknowledge receipt of your letter of the 29th ultimo, with regard to your belief that you are not receiving the proper rate of pay from the Missouri Pacific Railroad for services as train porter.

Your letter is being referred to Mr. W. S. Carter, Director, Division of Labor, for attention.

Sincerely yours,

(Signed) M. B. C.

Mr. Ed. Harness,
207 Missouri St.,
Helena, Ark.

G.R.
C.R.

E-38-11 -a

February 18, 1920.

Mr. Ed Harness,
207 Missouri St.,
Helena, Ark.

Dear Sir:

Referring to your letter addressed to the Director General, which was referred to the Division of Labor, stating that you are employed as a train porter on the Memphis Division of the Missouri Pacific Railroad, Trains Nos. 843 and 844, between Helena and Clarendon, and claiming that you are not being paid in accordance with Supplement No. [illegible] -- that you are receiving a rate of $65.00 per month while other men doing the same class of work are receiving $120.00 to $170.00 per month.

In order to receive the latter rate of pay, it will be necessary for you to establish your right to it, in accordance with Supplement No. 12; and I would suggest that you procure a signed statement from your conductor, under whose direct charge you are working, setting forth in full detail the duties you are performing and which you feel would entitle you to brakemen's rate, and forward it to me and I will then take the question up for investigation.

Very truly yours,

H. P. Daugherty

Assistant Director.

11/as

E 38-11a

334 McGhee Street,
Knoxville, Tennessee, Mch 12, 1920.

Mr. H. P. Daugherty,

Assistant Director Of Railroads,

Washington, D. C.

Dear sir:

From the inclosed testimonials of reliable men with whom we work and who know that we perform the work that brings us within the scope of Supplement No. 12 General Order No. 27. This is in compliance with request of yours to E38-11a.

You will please advise me as to whether or not Supplement No. 12 has been superceded.

I am yours obliged,

Guy Guthrie

DIVISION OF LABOR.
MAR 20 1920

TO WHOM IT MAY CONCERN:

We, the undersigned know Guy Guthrie and know that he has been and does work as porter Knoxville Div. Southern Railway Company, performing the following duties: Assisting passengers, handling baggage, keeping coaches clean, picking up and setting out cars, opening and closing switches, cooling and brassing hot boxes etc.

H Crawford Condr
J W Robson Brm
J M Mooney Condr
C N Keesee BM
Isaac Brown

TO WHOM IT MAY CONSERN.

WE, THE UNDERSIGNED KNOW G. R. Johnson

PORTER SOUTHERN RY CO. appa Division Bristol Va Tenn

DID PERFORM THE FOLLOWING DUTIES FROM JAN. I, 1918 To JULY 22, 1919

ASSISTING PASSANGERS HANDLING BAGGAGE, KEEPING COACHES CLEANED,

PICKING UP AND SETTING OUT CARS OPENING AND CLOSEING SWITCHES; AND

COOLING AND BRASSING HOT BOXES, AND SO FORTH.

R. J. Grubbs Condr

M. J. Tompkins Baggage Master

Lewis Pitts Engr

E. M. Hayton fireman

J. B. Martin Jr. Baggage Master

TO WHOM IT MAY CONCERN:

We The undersigned know Cordesia Johnson and know that he works as porter "Knoxville Div." Sothern Railway Company and know that he has been and is still performing the following duties: Assisting passengers, keeping coaches clean, handling baggage, opening and closing switches, picking up and setting out cars, and brassing hot boxes etc.

O. L. Edgemon Bgg. Master.
[illegible] Conductor
J. W. Driver Eng
J. C. Morgan Fireman.

TO WHOM IT MAY CONCERN:

We The undersigned know Dick Meek and know that he works as porter "Knoxville Div." Sothern Railway Company and know that he has been and is still performing the following duties: Assisting passengers, keeping coaches clean, handling baggage, opening and closing switches, picking up and setting out cars, and brassing hot boxes etc.

E Pagsdale Cond

J.H. Hacker Eng

[illegible] B.M.

J F Cochran Ex Mess

Form G-19

FILE NO.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

SUBJECT:

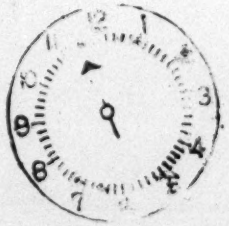
May 4, 1920.

MEMORANDUM for Messrs. Franklin & Lake:

Herewith is referred letter addressed to the Director General under date of April 26 by Mr. Lewis W. Fairchild, National President, Protective Order of Railroad Trainmen in America, with attached statements of service performed by Ed Harness and Eugene Caruth on the Missouri Pacific Railroad during Federal control. These men claim that the service they were required to perform should have been paid for as provided in Supplements No. 12 and 16 to General Order No. 27.

M. B. C.

DIVISION OF LABOR.



he rr

MAY 5 1920

1424

LEWIS W. FAIRCHILD
National President
Poplar Bluff, Mo.

THOMAS THOMPSON
National Vice-President
Fort Worth, Tex.

J. O. McDONALD
National Secretary
Poplar Bluff, Mo.

G. T. UPSHAW
National Treasurer
Fort Worth, Tex.

Protective Order of Railroad Trainmen

In America

Grand P.O.R.T.I.A. Council

General Offices: 405-A Vine Street, Begley Building

APR 29 1920

Poplar Bluff, Mo.,
April 26 1920, File G-216

LWF/HPN:

Mr. Walker D. Hines,
Director General of Railroads,
Washington D. C.

Dear Sir;-

We are sending enclosed signed statements of service performed by Ed Harness and Eugene Caruth on the Missouri Pacific Railroad during Federal Control of Railroads. Their contentions are that the service they were required to perform should have been paid for as provided in supplements Nos, 12 and 16, to G.O.No. 27.

During the period of Federal Control they only received $71.50 per month on monthly basis and was not paid any overtime, and they performed the duties of brakemen, which will be more clearly explained in the statements enclosed. We respectfully appeal to you to have this matter properly adjusted so as to give these men pay for their past service under Federal Control. Hoping to receive your early attention we are,

Sincerely yours,
Lewis W. Fairchild
National President, P.O. of R.T.

NB. an effort was made to have this matter adjusted before the return of the railroads, and the statement are made in accord with the Director Division of Labor's instructions.

PROTECTIVE ORDER OF RAILROAD TRAINMEN.

STATEMENTS.

PORTER-BRAKEMAN.

Missouri Pacific RAILROAD CO.

I Eugene Carruth am now and have been employeed on the M.O.P. Railroad as Train Porter, the duties usually assigned to me are as follows;
I am required to perform these essential duties; Give signals for government and movment of trains, couple and uncouple cars and engines daily, flag ahead of trains, regulate steam heat in coaches, light and ventilate coaches, assist passengers on and off trains, and all duties usually assigned to passenger brakemen.

I have been required to perform this class of service at all times since my employment with the M.O.P. R.R. Co. Railraod Co. I was furnished a switch key from the Divisoin office of the M.O.P. R.R. Co. Railroad Co. whem placed in service and have never received any instructions to discontinue any of my services usually performed prior to Federal control of Railroads other than states herein; therefore, under supplement No.12 to General Order No. 27., which is as follows;

1. Employees in a passenger tain drew, except Conductor, Collector and Baggagemaster, qualified and regulatly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly;

(a) Inspect cars and test signals and brake apparatus for the safety of train movement.
(b) Use hand and lamp signals for the protection and movement of trains.
(c) Open and close switches.
(d) Couple and uncouple cars and engines and the hose attachments thereof.
(e) Compare watches when required by rule.

2. Where white Brakemen are not employes, the compensation and over time rule for Colored Brakemen shall be the same, for both Passenger and Freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employees here-to-fore classed as Train Porters.

4. This order shall not infringe upon the seniority rights of white trainmen.

W.G. McAdoo.
Director Grneral of Railroads.

and by virtue of the position I now hold with the M.O.P. Co Railraod Co. and the duties I am required to perform, I claim compensation according to the present Trainmen's schedule, which is shown in sup plement No.16 to G.O. No. 27 which is s follows;

Effective January 1st-1919 except as other-wise provided herein as to employees herein named, the following rates of pay and rules for over time and working conditions upon Railroads in Federal operation are hereby ordered:

PASSENGER SERVICE.

Articel 1. Rates of Pay.

(a) Rates for trainmen on trains propelled by steam or other motive power except as provided in section (b).

CLASS	Per Mile. Cents.	Per Day.	Per Month.
Conductors**	4.00	$6.00	$180.00
Assistant Conductors, Ticket Col.,	3.20	4.80	144.00
Baggagemen operating dynamo	3.00	4.50	135.00
Baggagemen handeling express	3.00	4.50	135.00
Baggagemen	2.77	4.16	124.00
Flagmen and Brakemen	2.66	4.00	120.00

Article 11. Basic Day.

One hundred fifty (150) miles or less (straight way of turn around) shall constitute a days work. Miles in excess of 150 will be paid for at the rate provided.

A passenger day begins at the time of reporting for duty for the initila trip. Daily rates obtain untill the miles made at the mileage rates exceed the daily minimum.

Prior to January 1st-1919., I claim compensation being paised on the rates paid passenger brakemen on the Mop, Railroad Company, begining June-1st 1918. I have been regularly employed on trains No. 846 & 847 since June 1st 1918. My regular Conductor at present is Mr. B. Cabb. My average over time made daily is not less than 5 hrs + 55 min Per day. Since January 1st-1919, I claim compensation according to supplement No. 16. back time now due for both periods, and unpaid.

The fore going statement ~~is~~ was made to the General Superintendant Mr. W. E. Brooks at Little Rock

This is a correct statement relative to my condition with the Mop RR, Raliroad Company and I therefore ask that an adjustment be made and back time allowed for my previous services as no instructions have been issued to cause me to discontinue any part of my usual services other than stated herein.

Signed:
Eugene Caruth

This is to certify that the fore going statements made by Train Porter Eugene Caruth relative to the class of service he is required to perform is correct, he has performed this service under my instructions as a member of the trian crew.

This is copy of Statement Signed By Conductor Cabb.

Signed X
B Cabb
Passenger Train Conductor.

G.O.File G-216

Railroad Co.

State of Missouri)
County of Butler)ss Eugene Caruth, of lawful age being by me first duly sworn on his oath says: that the within instrument, consisting of two sheets is a true and correct copy of the statements heretofore made to the general superintendant of the MO. Pacific Railroad, Ark. Div. by this affiant, and signed by conductor Cobb

Eugene Caruth

Subscribed and sworn to before me this the 17th. day of April 1920.

My term will expire May 19th. 1922.

B. J. Puckett.
Notary Public.

NOTARY PUBLIC
BUTLER COUNTY, MISSOURI

PROTECTIVE ORDER OF RAILROAD TRAINMEN.

STATEMENTS.

PORTER-BRAKEMAN.

MISSOURI PACIFIC, RAILROAD CO.

I Edward Harness, am now and ~~have~~ has been employeed on the Missouri Pacific Railroad as Train Porter, the duties usually assigned to me are as follows;
I am required to perform these essential duties; Give signals for government and movment of trains, couple and uncouple cars and engines daily, flag ahead of trains, regulate steam heat in coaches, light and ventilate coaches, assist passengers on and off trains, and all duties usually assigned to passenger brakemen.

I have been required to perform this class of service at all times since my employment with the Missouri Pacific Railraod Co. I was furnished a switch key from the Divisoin office of the Missouri Pacific Railroad Co. whem placed in service and have never received any instructions to discontinue any of my services usually performed prior to Federal control of Railroads other than states herein; therefore, under supplement No.12 to General Order No. 27., which is as follows;

1. Employees in a passenger tain drew, except Conductor, Collector and Baggagemaster, qualified and regulatly required to perform the following essential duties, will be designated as passenger brakemen or flagmen and paid accordingly;

(a) Inspect cars and test signals and brake apparatus for the safety of train movement.
(b) Use hand and lamp signals for the protection and movement of trains.
(c) Open and close switches.
(d) Couple and uncouple cars and engines and the hose attachments thereof.
(e) Compare watches when required by rule.

2. Where white Brakemen are not employes, the compensation and over time rule for Colored Brakemen shall be the same, for both Passenger and Freight service, as for the same positions on the minimum paid contiguous road.

3. This order shall not curtail the duties of employees here-to-fore classed as Train Porters.

4. This order shall not infringe upon the seniority rights of white trainmen.

W.G. McAdoo.
Director Grneral of Railroads.

and by virtue of the position I now hold with the Missouri Pacific Railraod Co. and the duties I am required to perform, I claim compensation according to the present Trainmen's schedule, which is shown in sup plement No.16 to G.O. No. 27 which is s follows;

Effective January 1st-1919 except as other-wise provided herein as to employees herein named, the following rates of pay and rules for over time and working conditions upon Railroads in Federal operation are hereby ordered:

PASSENGER SERVICE.

Article 1. Rates of pay.

(a) Rates for Traimmen on trains propelled by steam or other motive power except as provided in section (b).

CLASS	Per Mile Cents	Per day	Per Month
Conductor----------	4.00	$6.00	$180.00
Assistant Conductor, Ticket Coll.-------	3.20	4.80	144.00
Baggagemen operating dynamo6---------- -	3.00	4.50	135.00
Baggagemen handling express----------	3.00	4.50	135.00
Flagmen and Brakemen----------	2.66	4.00	120.00
Baggagemen----------	2.77	4.16	124.00

Article 11. Basic Day.

One hundred and fifty (150) miles of less (stgaight way of turn around) shall constitute a days work. Mile in excess of 150 will be paid fir at the rate provided.

Apassenger day begins at the time of reporting for duty for the initial trip. Daily rates obtain untill the miles made at the mileage rates exceed the daily minimum.

Prior to January 1st-1919, I claim compensation being baised on the rates paid passenger Brakemen on the Missouri Pacific Railraod Co. begining June 1st-1918. I have been regularly employed on trains No. 843-844 since June-1-1918. My regular Conductor is Mr. C.W. Smale. My average over time made daily is not less than _____ per day. since Jan.1st-1919. I claim compensation according to supplement No.16 Back time now due for both periods and unpaid.

The fore-going statement was made to the General Superintendant Mr. W.E.Brooks at Little Rock Arkansas. 12/5 1919

This is a correct statement relative to my condition with the Missouri Pacific Railraod Co. and I there-fore ask that an adjustment be made and back time allowed for my previous services as no instructions have been issued to cause me to discontinue any part of my usual services other than stated herein.

SIGNED: Ed. Harness

This is to certify that the fore-going statements made by Train Porter Edward Harness. relative to the class of service he is required to perform is correct, he has performed thid service under my instructions as a member of the train crew.

SIGNED: C.W. Smale
Passenger Conductor.

G.O File G-216.

M.O.P. RAILROAD CO.

April 24, 1920.

Mr. Lewis W. Fairchild,
National President, P.O. of R.T.,
Poplar Bluff, Missouri.

Dear Sir:

This will acknowledge your letter of April 26th, addressed to the Director General, enclosing signed statement of service performed by Ed Harness and Eugene Caruth on the Missouri Pacific Railroad during Federal control of railroads, their contentions being that that the service they were required to perform should have been paid for as provided in Supplements Nos. 12 and 16 to General Order No. 27.

We beg to advise that we will be glad to investigate this case and advise you later.

Very truly yours,

S-MJ

Form G-19

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

FILE NO.

SUBJECT:

May 24, 1920.

MEMORANDUM for Mr. C. S. Lake:

Please note the attached file in regard to the claims of Ed Harness and Eugene Caruth, colored trainmen on the Missouri Pacific Railroad, in regard to adjustment of their salaries under Supplements 12 and 16.

This matter has been referred to you for such action as you deem necessary.

R. F. Glendenning.

5-MJ

May 24, 1920.

for Mr. C. S. Lake:

Please note the attached file in regard to the claims of Ed Harness and Eugene Garuth, colored trainmen on the Missouri Pacific Railroad, in regard to adjustment of their salaries under Supplements 12 and 16.

This matter has been referred to you for such action as you deem necessary.

R. F. Glendenning.

S-MJ

LEW[illegible] W. FAIRCHILD
[illegible]ional President
Poplar Bluff, Mo.

THOMAS THOMPSON
Na[illegible]al Vice-President
[illegible]rt Worth, Tex.

J. O. McDONALD
National Secretar[illegible]
Poplar Bluff, Mo.

G. T. UPSHAW
National Treasurer
Fort Worth, Tex.

145500

Protective Order of Railroad Trainmen

In America

Refer to Mr. Lake

E-38 11-a E38-18/12

Grand P.O.R.T.I.A. INSTITUTED 1915 *Council*

General Offices: 405-A Vine Street, Begley Building

Poplar Bluff, Mo., July 3, 1920. File G216

LWF/HPN:

Mr. Brice Clagett,
Assistant to Director.
Washington, D.C.

Dear Sir:-

Referring to our letter of April 26,1920 regards to rate of pay for Messrs Ed Harness and Eugene Caruth, employes of the Missouri Pacific Railroad, subject matter discrimination in rates of pay; this comes for further information thereon.

We appreciate that it requires much time to intelligently adjust such matters, and feel that same will be properly adjusted, but as you know it has been sometime since same was filed and we are being asked conserning the out-come. Any information you can give will be fully appreciated, hoping to hear from you at your convenient time I am,

Very truly yours,

Lewis W. Fairchild

National President, P.O.of R.T